

*Monthly
Performance Report
For
August 2012*



November 1, 2012

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A

FINANCIAL RESULTS

Operating Results for the Month of August 2012

(\$ millions)

	August FY12	August Budget	Fav/(Unfav) to Budget	Comments
Revenues:				
Adjusted Ticket Revenue	\$172.7	\$170.1	\$2.6	Due to increased ridership and yields on the NEC. Acela up 4% and Northeast Regional up 10%. Increased F&B transfer from first class passengers and higher cash sales. Oregon, Washington, Maine, New York and North Carolina are unsigned.
Food & Beverage	11.8	9.9	1.9	
State Support	10.5	16.1	(5.6)	
Total Passenger Related	195.0	196.1	(1.1)	
Other Revenue	47.4	43.4	4.0	Favorable reimbursable work in peak summer season.
Total Revenues	\$242.4	\$239.5	\$2.9	
Expenses:				
Salaries, Wages & Benefits	\$169.5	\$158.2	(\$11.3)	Unfavorable wages due to increased operating headcount, higher benefit and overtime costs.
Train Operations	23.2	22.3	(0.9)	Timing of roadway maintenance work, favorable year to date.
Fuel, Power and Utilities	26.5	30.9	4.4	Primarily due to the valuation of fuel hedges.
Materials	13.7	16.8	3.1	Decreased inventory and wreck/repair reserves reflecting parts and equipment returned to service.
Facility & Communications	14.4	14.4	0.0	
Advertising and Sales	5.6	6.8	1.2	Lower credit card fees due to debit usage and reduced sales promotion programs
Casualty and Other Claims	6.1	5.9	(0.2)	Reflects unfavorable passenger claims insurance activity.
Depreciation, net	56.1	55.9	(0.2)	Higher than budgeted asset base, variance will continue for the remainder of the year.
Other Expenses				
Professional Fees	6.9	6.4	(0.5)	Reflects the timing of NEC IID projects, favorable year to date.
Data Processing Services	5.9	10.0	4.1	Reflects an adjustment to a Marketing on-board systems project.
Maintenance of Way Services	1.9	2.1	0.2	Timing of track roadway maintenance.
Remaining Other Expenses	7.8	5.2	(2.6)	Reflects the timing of passenger inconvenience costs and p-card transactions.
Indirect Cost Capitalized to P&E	(10.2)	(12.2)	(2.0)	Lower than budgeted capital spend and lower than plan overhead rates.
Total Expenses	\$327.4	\$322.7	(\$4.7)	
Net Loss from Operations	\$85.0	\$83.2	(\$1.8)	
Interest Expense, net	4.3	6.8	2.5	Lower interest expense due to lease buyouts.
Net Loss	\$89.3	\$90.0	\$0.7	



Operating Results for the Year to Date Period Ending August 2012

(\$ millions)

	August YTD FY12	August YTD Budget	Fav/(Unfav) to Budget	Comments
Revenues:				
Adjusted Ticket Revenue	\$1,808.2	\$1,810.6	(\$2.4)	Favorable Northeast Regional and Other Corridor routes are offset by first class F&B transfer.
Food & Beverage	112.1	100.5	11.6	Increased F&B transfer from first class passengers and higher cash sales.
State Support	165.6	176.8	(11.2)	Primarily due to unsigned Oregon contract.
Total Passenger Related	2,085.9	2,087.9	(2.0)	
Other Revenue	559.2	505.3	53.9	Due to the sale of an easement on the NEC and favorable reimbursable work.
Total Revenues	\$2,645.1	\$2,593.2	\$51.9	
Expenses:				
Salaries, Wages & Benefits	\$1,869.7	\$1,751.7	(\$118.0)	Higher operating agreement headcount and overtime, increased medical based on activity.
Train Operations	219.4	250.0	30.6	Reflects a host railroad on-time performance settlement and lower payments due to OTP.
Fuel, Power and Utilities	324.9	340.8	15.9	Primarily lower utility costs due to the mild winter weather and favorable purchased power.
Materials	194.9	184.6	(10.3)	Increased Commuter and LCPM project costs partially offset by changes to inventory reserve.
Facility & Communications	158.8	161.3	2.5	Decrease in spending on discretionary items.
Advertising and Sales	70.5	73.3	2.8	Lower net credit card commissions due to increased usage of debit cards.
Casualty and Other Claims	67.0	65.1	(1.9)	Adjustments to increase accrued outstanding passenger claims liability.
Depreciation, net	607.5	600.5	(7.0)	Higher than budgeted asset base.
Other Expenses				
Professional Fees	77.0	72.2	(4.8)	Unfavorable legal fees due to settlements.
Data Processing Services	124.1	108.4	(15.7)	Reflects outsourced services and IT outsourced data center operations (COE).
Maintenance of Way Services	31.9	32.8	0.9	Lower roadway maintenance.
Remaining Other Expenses	63.2	63.4	0.2	Due to favorable timing of the purchase of safety equipment.
Indirect Cost Capitalized to P&E	(95.7)	(131.4)	(35.7)	Lower than budgeted capital spend and lower than plan overhead rates.
Total Expenses	\$3,713.2	\$3,572.7	(\$140.5)	
Net Loss from Operations	\$1,068.1	\$979.5	(\$88.6)	
Interest Expense, net	73.9	80.2	6.3	Lower interest expense due to lease buyouts.
Net Loss	\$1,142.0	\$1,059.7	(\$82.3)	



Forecast Operating Results for the Year Ending September FY12

(\$ millions)

	Year-End FY12	Year-End Budget ⁽¹⁾	Fav/(Unfav) to Budget	Comments
Revenues:				
Adjusted Ticket Revenue	\$1,967.0	\$1,967.9	(\$0.9)	
Food & Beverage	121.7	109.3	12.4	Increased F&B transfer from first class passengers and higher cash sales.
State Support	181.3	192.9	(11.6)	Primarily unsigned Oregon contract, New York currently unsigned as well.
Total Passenger Related	2,270.0	2,270.1	(0.1)	
Other Revenue	601.0	548.7	52.3	Due to the sale of an easement on the Northeast Corridor and higher reimbursable work.
Total Revenues	\$2,871.0	\$2,818.8	\$52.2	
Expenses:				
Salaries, Wages & Benefits	\$2,033.8	\$1,908.7	(\$125.1)	Reflects increased benefit rates, operating headcount, wages and overtime.
Train Operations	241.5	271.8	30.3	Reflects a host railroad settlement concerning on-time performance and lower overall payments.
Fuel, Power and Utilities	354.1	369.5	15.4	Reflects favorable fuel hedge, lower purchased power and utility costs.
Materials	212.8	200.6	(12.2)	Increased consumables and Commuter maintenance of equipment.
Facility & Communications	177.0	177.3	0.3	
Advertising and Sales	79.4	80.4	1.0	Favorable credit card commissions due to higher debit versus credit usage.
Casualty and Other Claims	56.1	53.9	(2.2)	Adjustments to increase accrued outstanding passenger claims liability.
Depreciation, net	673.9	667.3	(6.6)	Higher than budgeted asset base.
Other Expenses	341.3	304.1	(37.2)	Primarily an increase in outsourced services and costs related to data center operations (COE).
Indirect Cost Capitalized to P&E	(118.0)	(143.6)	(25.6)	Due to lower capital labor charges.
Total Expenses	\$4,051.9	\$3,890.0	(\$161.9)	
Net Loss from Operations	\$1,180.9	\$1,071.2	(\$109.7)	
Interest Expense, net	78.1	86.9	8.8	Lower interest income offsetting lower interest expense due to the termination of leases.
Net Loss	\$1,259.0	\$1,158.1	(\$100.9)	
Adjustment ⁽²⁾	(\$878.9)	(\$812.8)	\$66.1	Unfavorable Project costs above, become a favorable adjustment.

Operating Support excluding IG's office

Requirement	\$380.1
Federal Operating Support	\$345.3
Variance - Fav / (Unfav)	(\$34.8)

⁽¹⁾ Reflects final FY12 budget based on appropriation level.

⁽²⁾ Adjustment to exclude Depreciation, Net Interest Expense, Project related costs covered by Capital funding (PRJ), non-cash portion of OPEBs and the Inspector General's office.



Capital Spending for the Month of August 2012

Capital Spend (\$ millions)	August FY12	August Authorized	Under/(Over) Authorized	Comments
Engineering	\$27.5	\$37.1	\$9.6	Due to lower spend on track and Positive Train Control projects.
- ADA	3.0	2.3	(0.7)	Timing of station improvements, under spent year-to-date.
Mechanical	50.8	28.0	(22.8)	Due to the timing of electric locomotive progress payments.
All Else *	9.4	15.6	6.2	Timing of DHS Police funded projects and MARC joint benefit work.
Total	\$90.7	\$83.0	(\$7.7)	

* Excludes early buyout and Inspector General projects.

Capital Spending for the Year to Date period Ending

August 2012

Capital Spend (\$ millions)	August YTD FY12	August YTD Auth	Under/(Over) Authorized	Comments
Engineering	\$368.1	\$403.2	\$35.1	Under spend on CTEC Control Center, Bridge, Track and Interlocking projects.
- ADA	43.5	46.3	2.8	Under spend on station improvements.
Mechanical	283.4	411.3	127.9	Primarily due to the timing of electric locomotive and single level car payments.
All Else *	112.0	143.8	31.8	Primarily due to the timing of DHS Police funded projects.
Total	\$807.0	\$1,004.6	\$197.6	

* Excludes early buyout and Inspector General projects.

Forecast Capital Spending for the Year Ending September 2012

Capital Spend (\$ millions)	Total FY12	Authorized FY12	Under/(Over) Authorized	Comments
Engineering	\$419.8	\$456.5	\$36.7	Includes Gateway and State and Local project under spend .
- ADA	47.8	50.0	2.2	
Mechanical	322.6	451.2	128.6	Reflects timing of electric locomotive and single level car payments.
All Else	137.5	156.4	18.9	
Total	\$927.7	\$1,114.1	\$186.4	

Capital Spend (\$ millions) by Fund Source	Total FY12	Authorized FY12	Under/(Over) Authorized	
General Capital	\$625.7	\$637.0	\$11.3	Reflects reserved Gateway funds and reduced overhaul projects.
- ADA	47.8	50.0	2.2	
State and Local	123.3	143.4	20.1	Projects are starting later than projected.
Other Fed & Misc	130.9	283.7	152.8	Reflects timing of electric locomotive and single level car payments.
Total	\$927.7	\$1,114.1	\$186.4	

* Excludes early buyout and Inspector General projects.

METRICS

Key Performance Indicators

Results For the Month Ended August 31, 2012

	<u>Actual</u>	<u>Budget/Goal</u>	<u>Prior Year ⁽¹⁾</u>	<u>Budget Fav / (Unfav) ⁽²⁾</u>	<u>Prior Year Fav / (Unfav) ⁽²⁾</u>
<u>KPIs</u>					
RASM - Revenue per Seat Mile (a)	\$0.177	\$0.182	\$0.173	(\$0.005)	\$0.004
CASM - Expenses per Seat Mile (b)	\$0.193	\$0.206	\$0.190	\$0.013	(\$0.003)
(NTS) Cost Recovery Ratio (c)	91.7%	88.3%	91.3%	3.5%	0.4%
Ridership (000's)	2,769	2,806	2,570	(37)	199
Passenger Miles per total core employee (000's)	35	38	n/a	-2.4	n/a
On-Time Performance (Endpoint)	78.8%	85.0%	73.2%	-6.2%	5.6%
Customer Satisfaction Index (d)	81	84	80	(3)	1
Host Railroad Performance (e)	1,102	n/a	1,312	n/a	210

<u>Other Indicators</u>					
Seat Miles (000's)	1,112,095	1,097,674	1,026,556	14,421	85,540
Passenger Miles (000's)	632,953	651,600	652,651	(18,647)	(19,698)
Train Miles (000's)	3,212	3,228	2,990	(16)	222
Average Load Factor	56.9%	59.4%	63.6%	-2.4%	-6.7%
Core diesel gallons per train mile (f)	2.2	2.3	2.0	-0.2	0.2
Seat Miles per total core employee (000's)	62	63	n/a	-1.4	n/a
Customer Injuries	173	n/a	152	n/a	(21)
Equipment - % of Units in Service: (g)					
Locomotive Fleet	82.7%	n/a	82.5%	n/a	-0.2%
Passenger Fleet	88.8%	n/a	87.3%	n/a	-1.5%
Unadjusted Ticket Revenue (\$000's)	\$177,615	\$173,978	\$156,846	\$3,636	\$20,769
Average Ticket Yield	\$0.2806	\$0.2670	\$0.2403	\$0.0136	\$0.0267
Average Ticket Price	\$64.14	\$62.01	\$61.02	\$2.13	\$3.12
Revenue per Train Mile (h)	\$74.62	\$73.38	\$74.63	\$1.24	(\$0.00)
Expenses per Train Mile (i)	\$82.67	\$80.80	\$90.93	(\$1.87)	\$8.26
Total Operating Ratio (j)	1.37	1.36	1.47	(0.00)	0.11
Total Cost Recovery Ratio (k)	73.2%	73.4%	67.9%	-0.2%	5.3%
Average cost per gallon of diesel (l)	\$2.48	\$3.09	\$3.46	\$0.61	\$0.98

Notes:

- (a) This is calculated as NTS Total Operating Revenue divided by Available Seat Miles to be consistent with the KPI's.
- (b) This is calculated as NTS Total Operating Expense less Depreciation and non-cash OPEB's divided by Available Seat Miles.
- (c) This is calculated as RASM divided by CASM.
- (d) CSI score has a one month lag.
- (e) Minutes of delay per ten thousand Train Miles.
- (f) Beginning in February FY11, train gallons include only fuel used on operating routes.
- (g) As of April FY11, In Service statistics are obtained from the WMS system, which may not match prior Monthly Performance Reports.
- (h) This is calculated as Total Operating Revenue divided by Total Train Miles.
- (i) This is calculated as Total Operating Expense less Depreciation and non-cash OPEB's divided by Total Train Miles.
- (j) This is calculated as Total Operating Expenses by Total Operating Revenue.
- (k) This is calculated as Total Operating Revenue divided by Total Operating Expenses.
- (l) This includes net Fuel Hedge.
- (1) Beginning in FY10, statistics are from the Amtrak Performance Tracking (APT) System, which may not match prior Monthly Performance Reports.
- (2) Variances may not foot due to rounding.

Key Performance Indicators

Results for Fiscal YTD August 31, 2012

	<u>Actual / Average</u> *	<u>Budget/Goal</u>	<u>Prior Year / Average</u> (1)*	<u>Budget Fav / (Unfav)</u> (2)	<u>Prior Year Fav / (Unfav)</u> (2)
KPIs					
RASM - Revenue per Seat Mile (a)	\$0.178	\$0.184	\$0.173	(\$0.006)	\$0.005
CASM - Expenses per Seat Mile (b)	\$0.206	\$0.215	\$0.212	\$0.009	\$0.011
(NTS) Cost Recovery Ratio (c)	86.2%	85.5%	81.5%	0.8%	6.8%
Ridership (000's)	28,753	28,877	27,797	(124)	956
Passenger Miles per total core employee (000's) *	32	33	n/a	-1.1	n/a
On-Time Performance (Endpoint)	82.8%	85.0%	78.1%	-2.2%	4.7%
Customer Satisfaction Index (d)	83	84	81	(1)	2
Host Railroad Performance (e)	11,232	n/a	11,955	n/a	723

Other Indicators					
Seat Miles (000's)	11,862,550	11,535,293	11,503,207	327,257	359,342
Passenger Miles (000's)	6,275,907	6,318,952	6,120,553	(43,046)	155,353
Train Miles (000's)	34,754	34,471	34,022	283	732
Average Load Factor	52.9%	54.8%	53.2%	-1.9%	-0.3%
Core diesel gallons per train mile (f) *	2.3	2.3	2.3	0.0	0.0
Seat Miles per total core employee (000's) *	61	61	n/a	0.0	n/a
Customer Injuries	1,897	n/a	1,902	n/a	5
Equipment - % of Units in Service: (g)					
Locomotive Fleet *	83.7%	n/a	84.1%	n/a	0.3%
Passenger Fleet *	88.6%	n/a	87.7%	n/a	-1.0%
Unadjusted Ticket Revenue (\$000's)	\$1,857,014	\$1,848,804	\$1,739,561	\$8,234	\$117,477
Average Ticket Yield	\$0.2959	\$0.2926	\$0.2842	\$0.0033	\$0.0084
Average Ticket Price	\$64.59	\$64.02	\$62.58	\$0.56	\$2.01
Revenue per Train Mile (h)	\$75.25	\$74.39	\$71.93	\$0.86	\$3.31
Expenses per Train Mile (i)	\$87.58	\$84.35	\$88.54	(\$3.22)	\$0.97
Total Operating Ratio (j)	1.42	1.39	1.48	(0.03)	0.06
Total Cost Recovery Ratio (k)	70.4%	71.8%	67.7%	-1.3%	2.8%
Average cost per gallon of diesel (l)	\$3.06	\$3.11	\$2.62	\$0.05	(\$0.44)

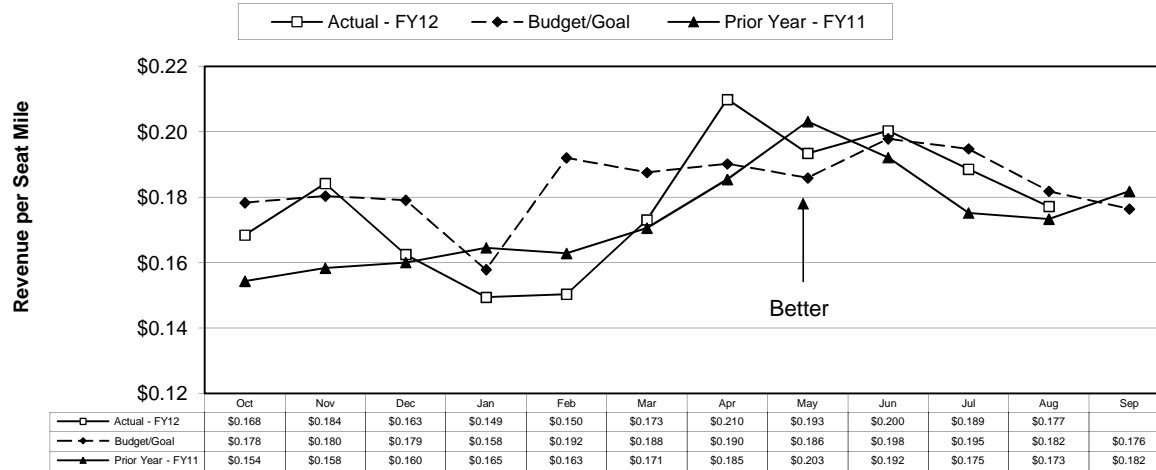
Notes:

- (a) This is calculated as NTS Total Operating Revenue divided by Available Seat Miles to be consistent with the KPI's.
 - (b) This is calculated as NTS Total Operating Expense less Depreciation and non-cash OPEB's divided by Available Seat Miles.
 - (c) This is calculated as RASM divided by CASM.
 - (d) CSI score has a one month lag.
 - (e) Minutes of delay per ten thousand Train Miles.
 - (f) Beginning in February FY11, train gallons include only fuel used on operating routes.
 - (g) As of April FY11, In Service statistics are obtained from the WMS system, which may not match prior Monthly Performance Reports.
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 - (k) This is calculated as Total Operating Revenue divided by Total Operating Expenses.
 - (l) This includes net Fuel Hedge.
 - (1) Beginning in FY10, statistics are from the Amtrak Performance Tracking (APT) System, which may not match prior Monthly Performance Reports.
 - (2) Variances may not foot due to rounding.
- * Note: These metrics are reported as the YTD average.

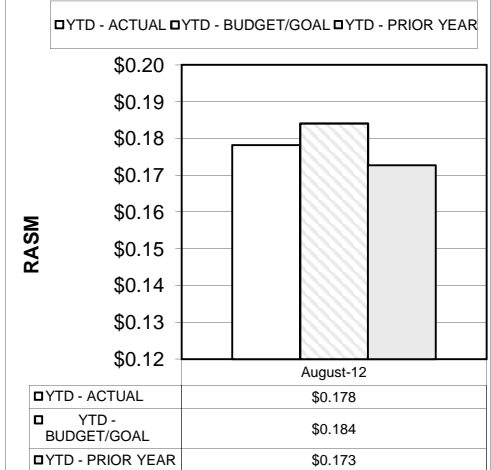
SUMMARY METRICS

Results as of August, 2012

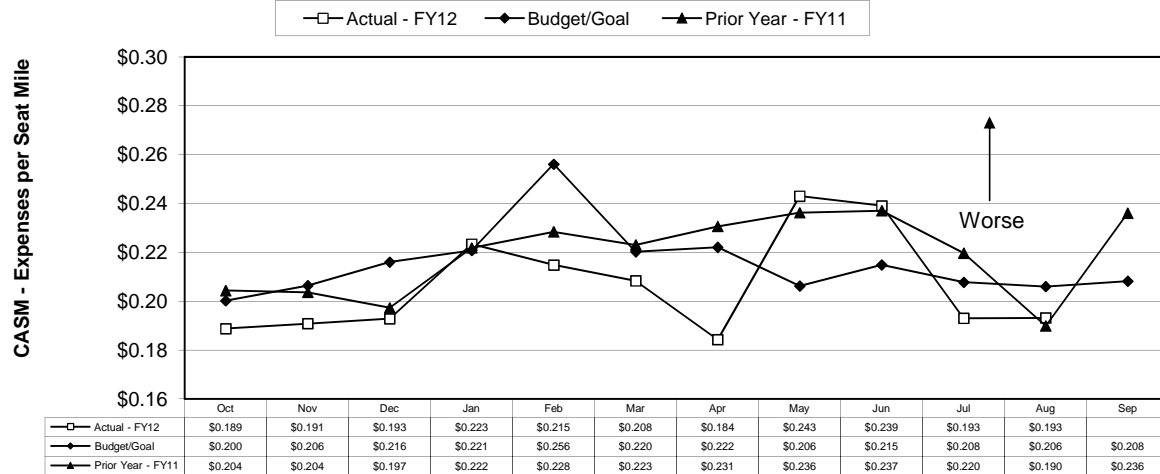
RASM - Revenue per Seat Mile



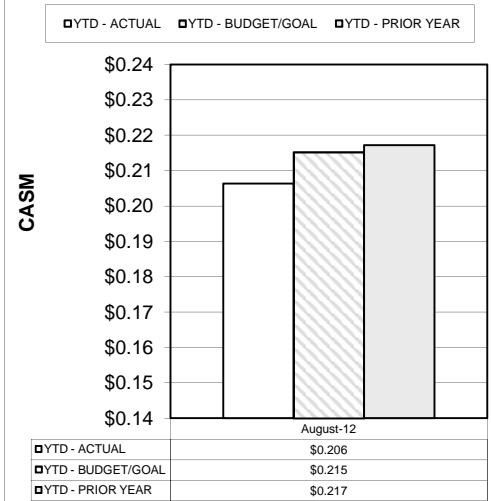
RASM YTD



CASM - Expenses per Seat Mile



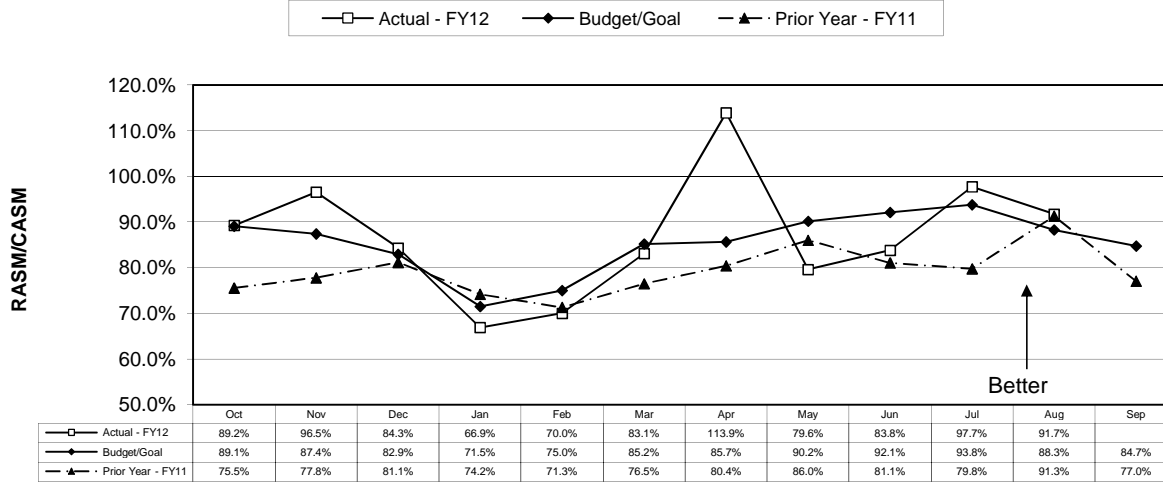
CASM YTD



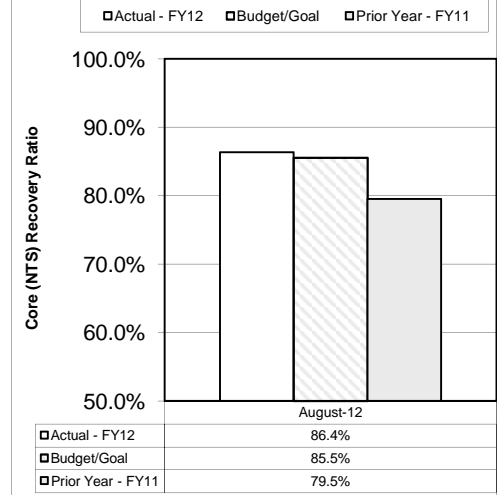
SUMMARY METRICS

Results as of August, 2012

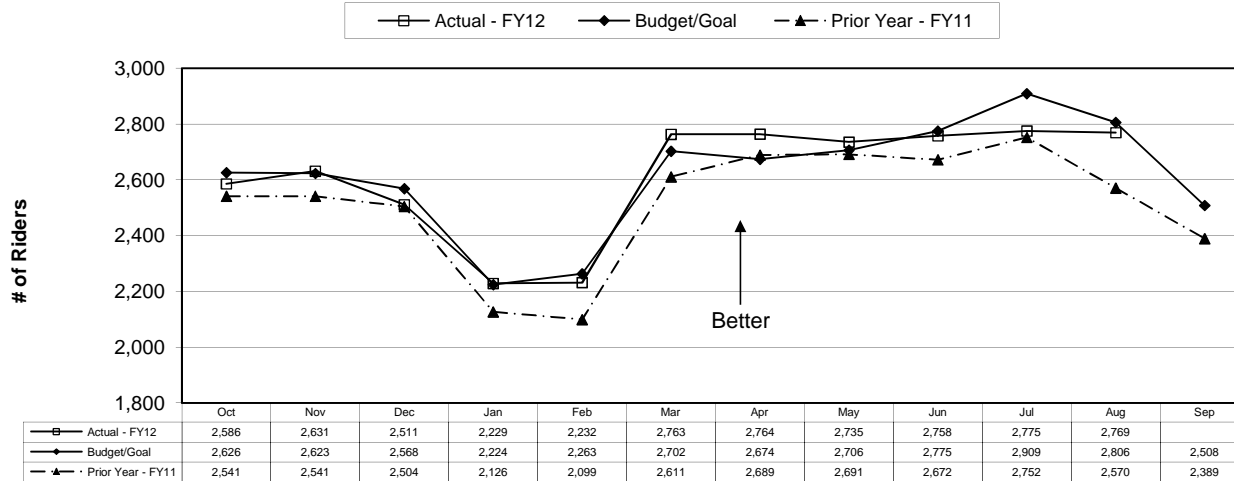
(NTS) Cost Recovery Ratio



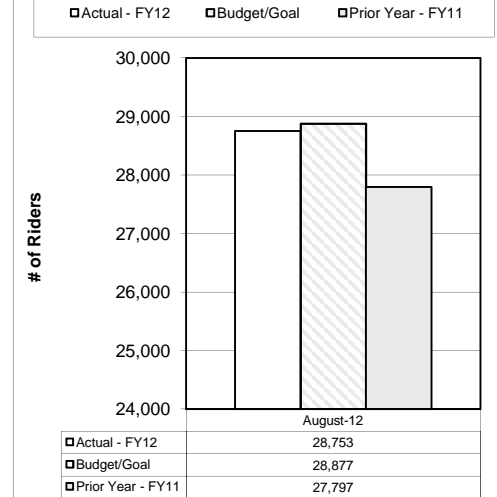
CRR YTD



RIDERSHIP (000's)



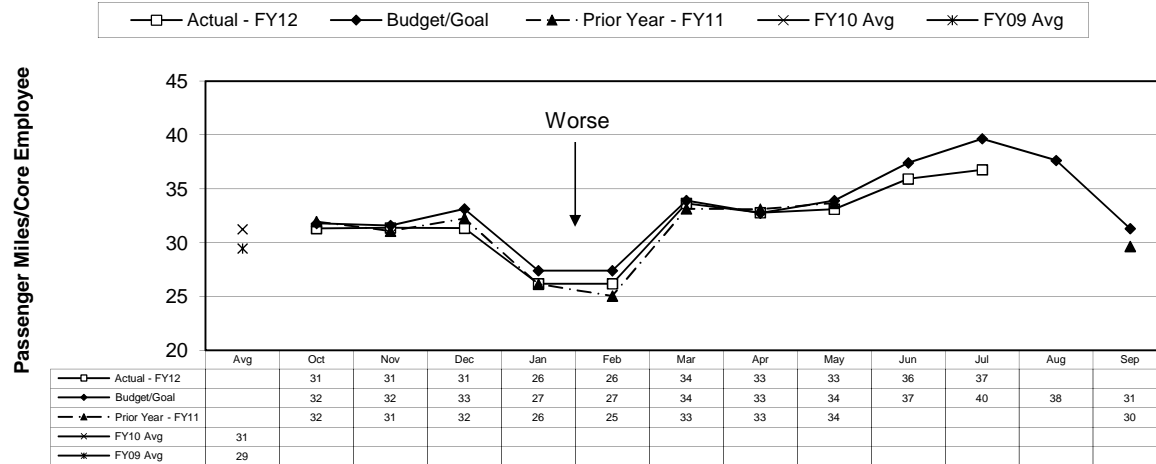
YTD (000's)



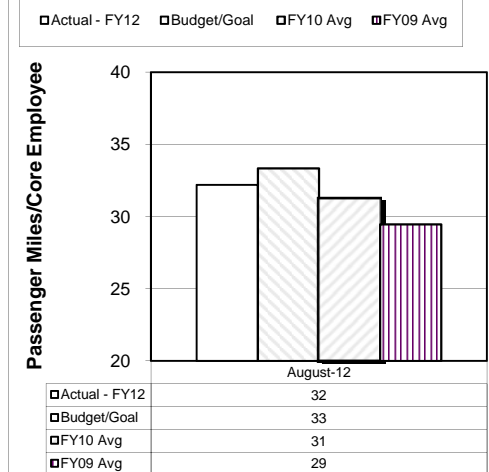
SUMMARY METRICS

Results as of August, 2012

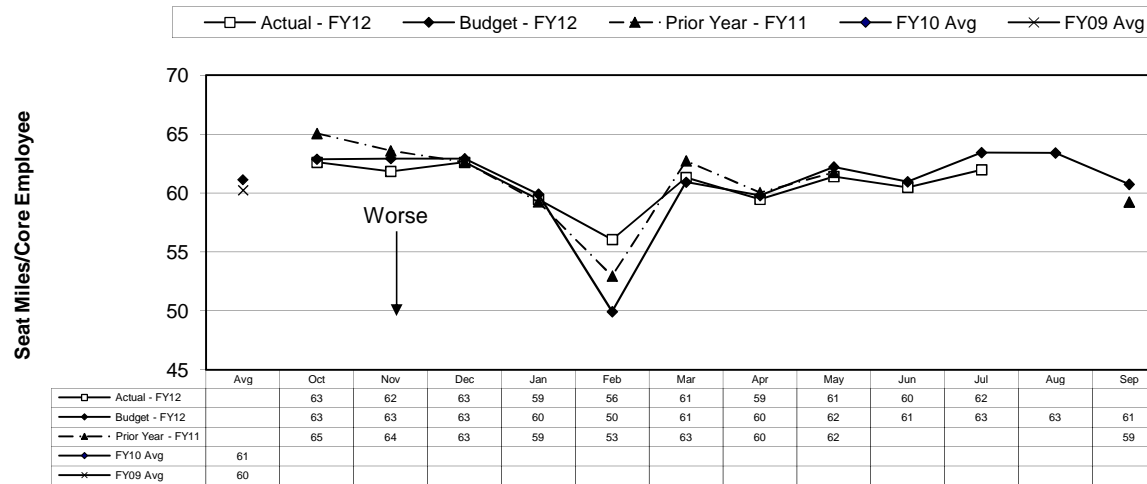
Passenger Miles per Core employee (000's)



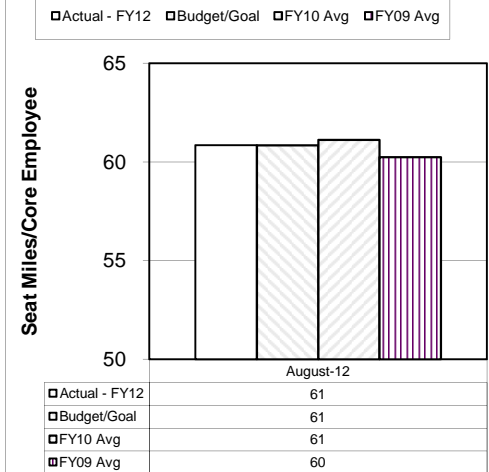
YTD Average (000's)



Seat Miles per Core employee (000's)

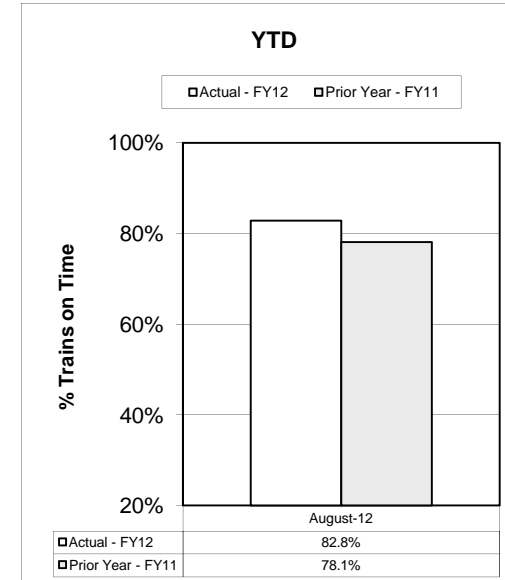
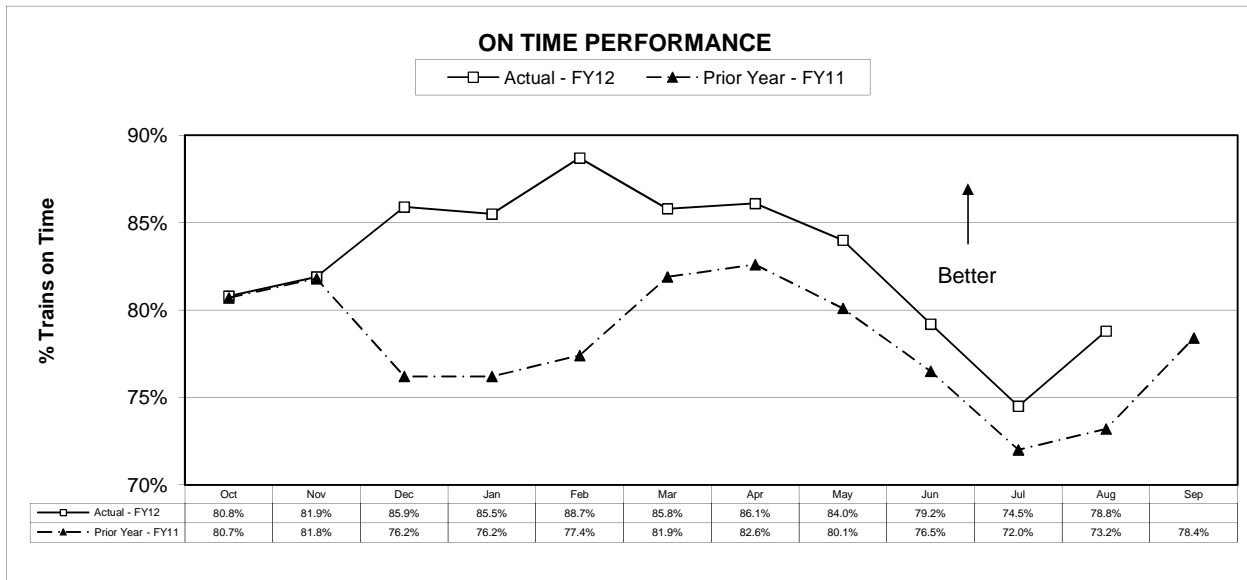
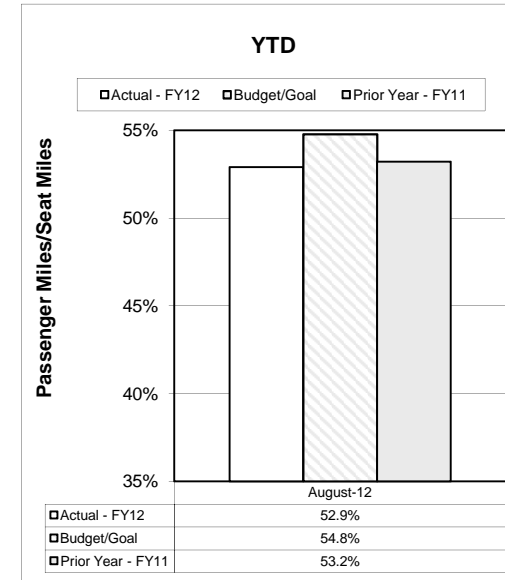
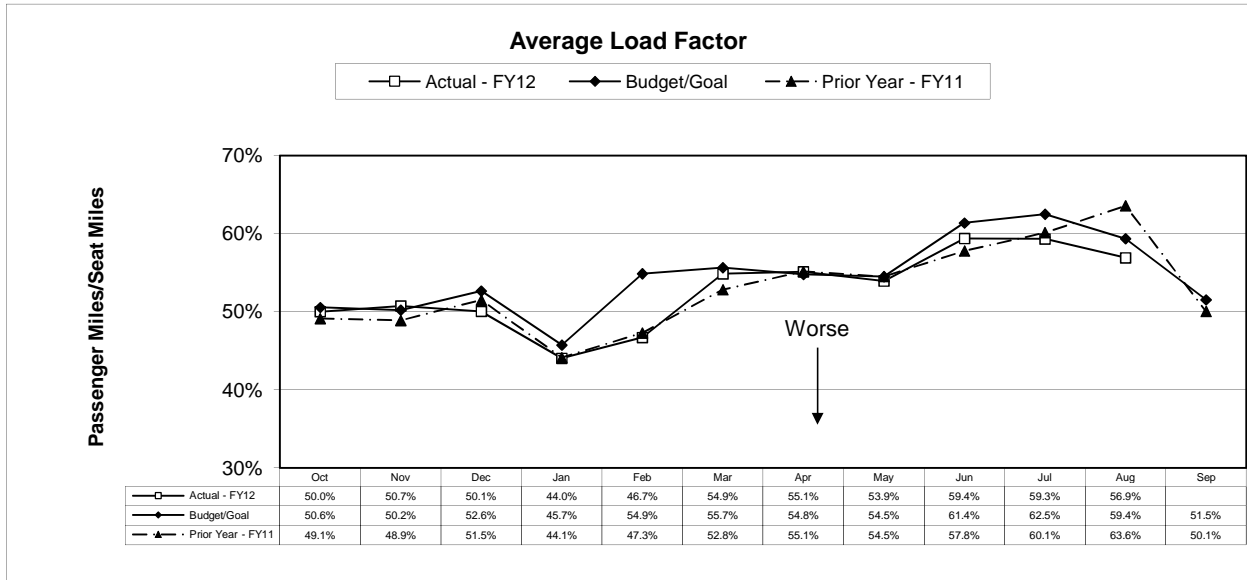


YTD Average (000's)



SUMMARY METRICS

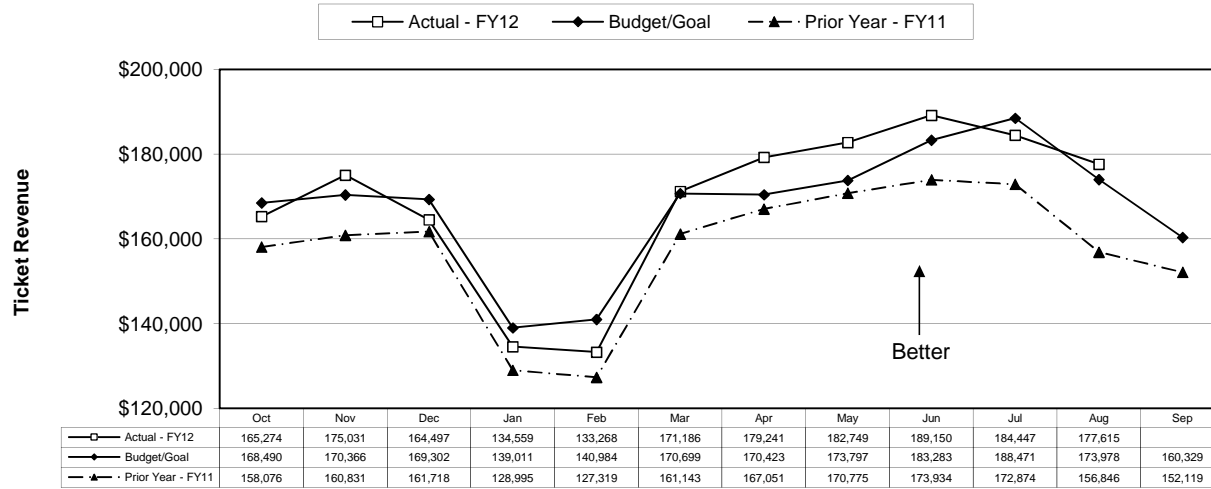
Results as of August, 2012



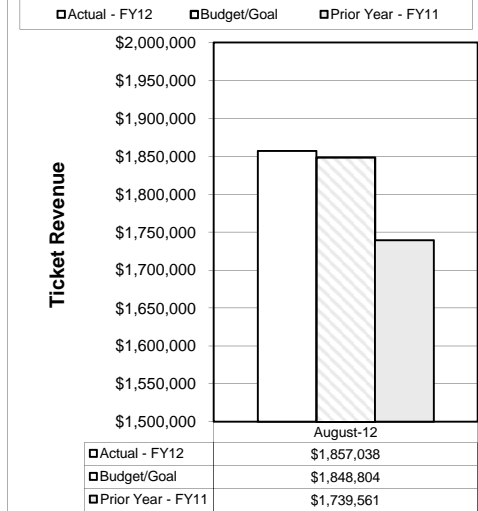
SUMMARY METRICS

Results as of August, 2012

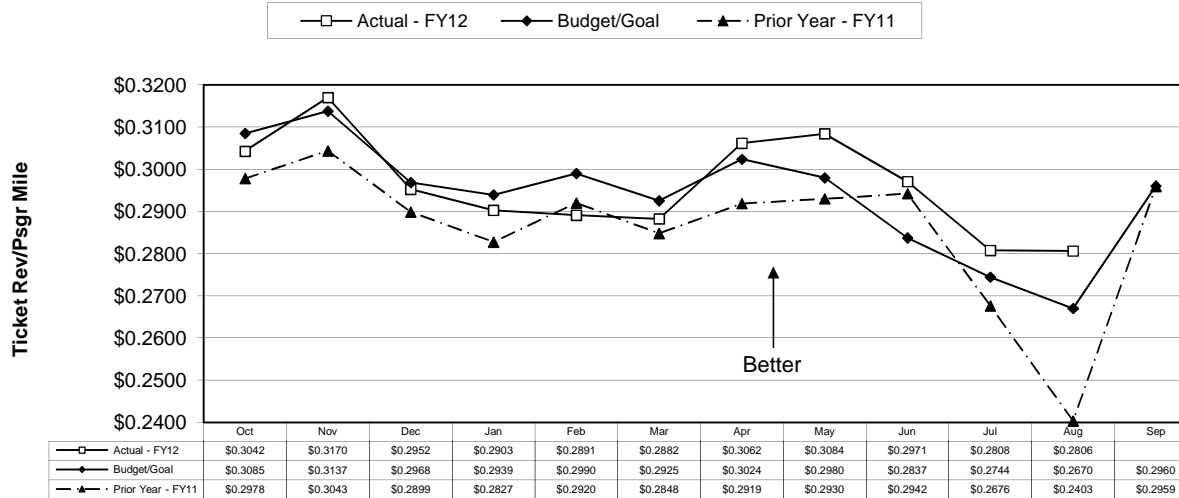
TICKET REVENUE (\$000's)



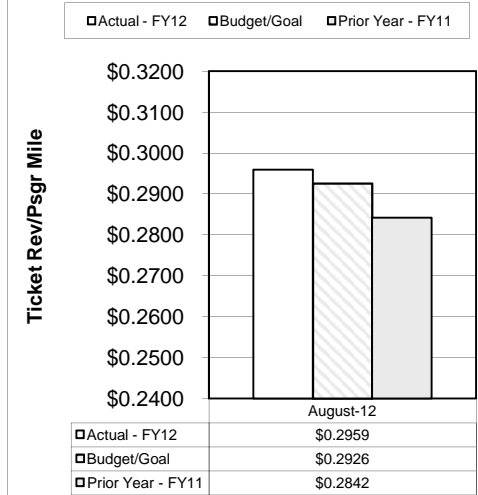
YTD (\$000's)



TICKET YIELD

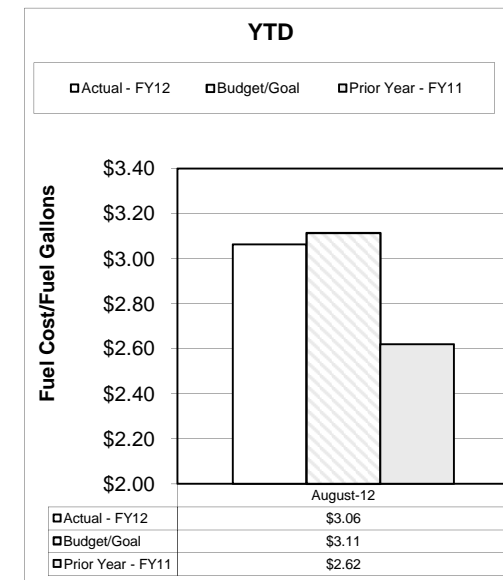
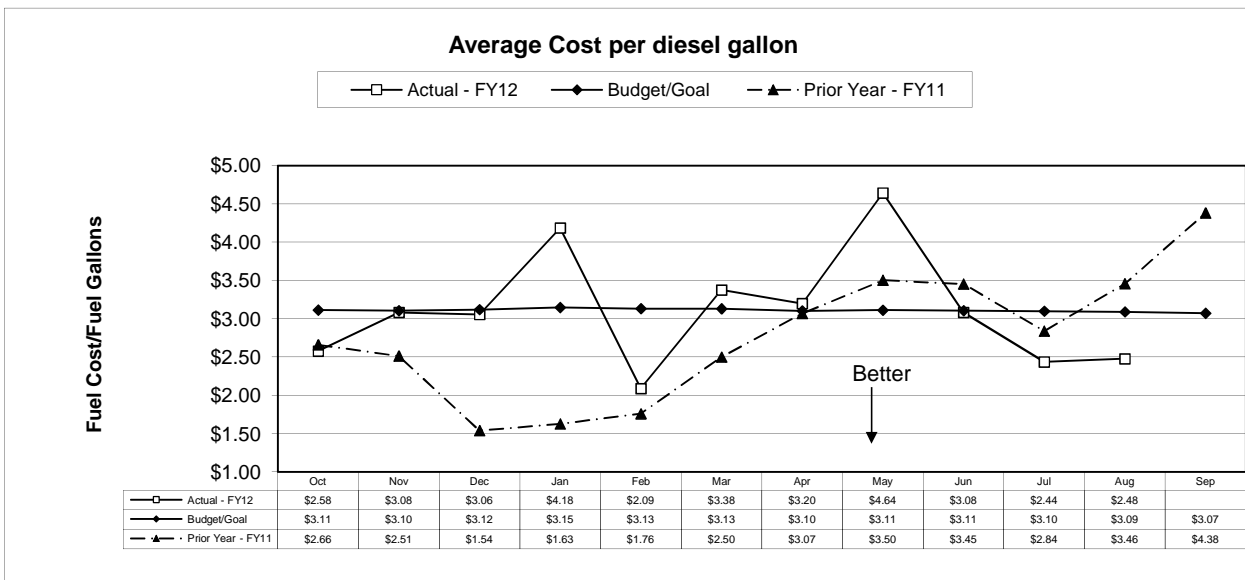
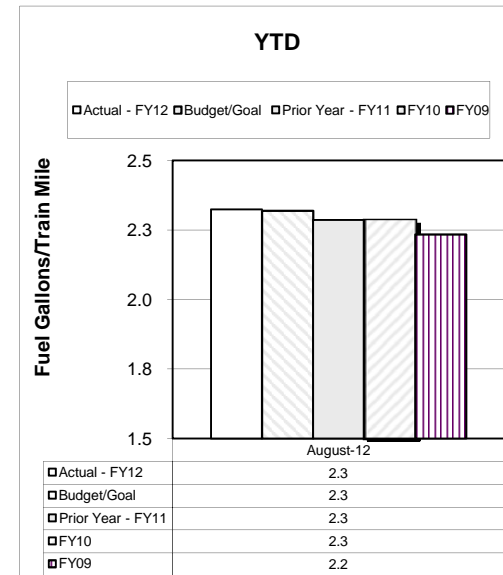
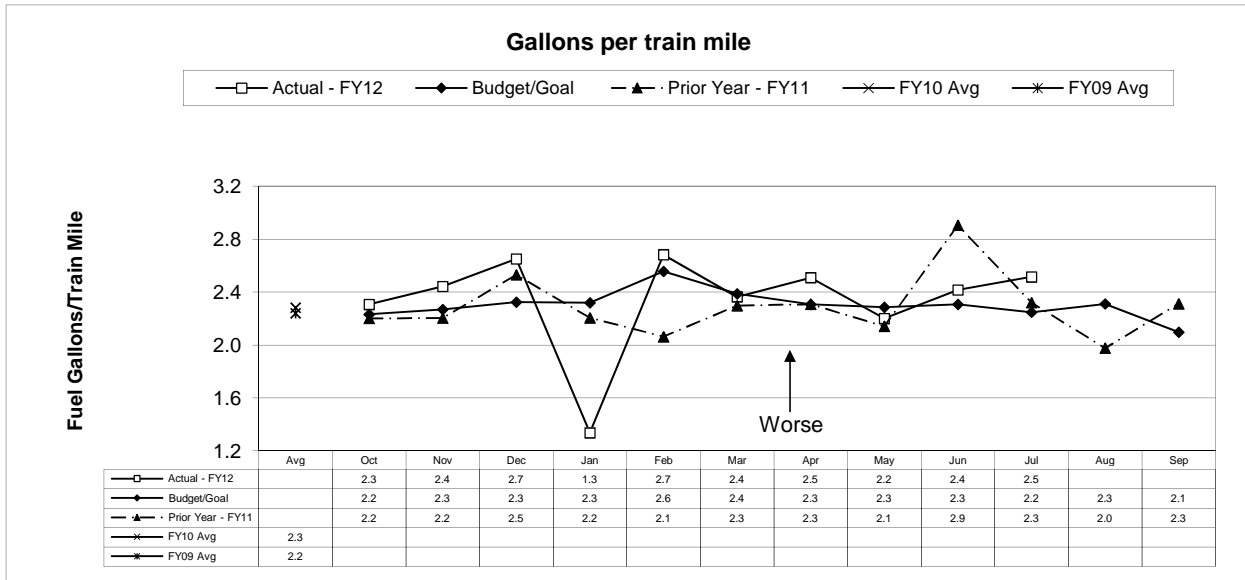


YTD



SUMMARY METRICS

Results as of August, 2012



**RIDERSHIP
AND
REVENUE**

Ticket Revenue and Ridership Summary – August 2012

August FY12 ridership of 2.77 million trips and ticket revenues of \$177.6 million were +8% and +13% respectively vs August FY11. August's ridership was the best August ever and the second highest month ever in Amtrak's history. Ridership in August was about 1% below Budget while August ticket revenues were +2% vs Budget. Amtrak's strong performance vs year ago is mostly due to the impact of Hurricane Irene on train operations at the end of last August. The impact of the hurricane last year was a ridership loss of nearly 150,000 worth almost \$11 million.

Amtrak August FY12 Ridership and Ticket Revenues

	(millions)							
	----- Ridership -----				----- Ticket Revenues -----			
	Total	NEC	Other SD	LD	Total	NEC	Other SD	LD
August FY12:	2.77	0.94	1.40	0.46	\$177.6	\$82.2	\$44.1	\$51.4
August FY11:	2.57	0.82	1.36	0.39	\$156.8	\$70.6	\$40.1	\$46.2
August FY12 Budget:	2.81	0.89	1.47	0.44	\$174.0	\$76.6	\$44.7	\$52.7
% vs FY11:	+8%	+14%	+3%	+11%	+13%	+17%	+10%	+11%
% vs Budget:	-1%	+5%	-5%	-2%	+2%	+7%	-1%	-3%

August Amtrak on-time performance was 79% which was +6 points vs last August. Long distance OTP was 61% vs 49% last August. Acela on-time performance in August FY12 was 86% vs 82% last year. Northeast Regional OTP was 85% vs 81% last August. August FY12 gasoline prices averaged \$3.78/gallon, +2% vs last August, and up 8% from the previous month. The national unemployment dropped slightly to 8.1% in August.

Fiscal year-to-date through August FY12 Amtrak ridership of 28.8 million trips was +3% vs FY11 and slightly below (-0.4%) Budget. Ticket revenues of \$1.86 billion were +7% vs FY11 and slightly ahead of (+0.4%) Budget.

Acela

Due mostly to last year's weather-related outages, Acela ridership in August was +13% vs last August. Ticket revenues were +14% vs last year. Acela ridership and ticket revenues exceeded Budget by 4% and 5% respectively in August. However, this route's performance masked the real trends which continued to generally be on par with last year: during the first three weeks of August FY12 Acela ridership was +1% vs the same period in FY11. By market segment, August FY12 ridership was +12% vs August FY11 in south of New York markets, +13% in north of New York markets, and +18% in through New York markets. Acela ridership in the endpoint market of NY-DC was +17% ahead of last year. The other endpoint market (NY-Boston) was +15% vs last August...

Acela % Change

	Ridership		Ticket Revenues	
	FY10/11	Budget	FY10/11	Budget
FY11	+5%	+2%	+12%	+7%
1 st quarter FY12	-3%	-5%	+2%	-2%
2 nd quarter FY12	+1%	-5%	0%	-9%
3 rd quarter FY12	-1%	-3%	+5%	+2%
July FY12	+4%	-4%	+6%	-2%
August FY12	+13%	+4%	+14%	+5%

Northeast Regional

Northeast Regional August FY12 ridership was +14% vs last year and +6% vs Budget. Ticket revenues were +19% vs last year and +10% vs Budget. This route performed well above last year due in part to the impact of Hurricane Irene during the last week of August FY11. However, ridership during the first three weeks of the month was still up +3%. Business class ridership was +16% vs last August while coach class ridership was up 14%. By market segment, August FY12 ridership vs FY11 was +12% in south of New York markets, +16% in north of New York markets, and +25% in thru New York markets. Northeast Regional travel in the southend endpoint market of NY-DC (+10%) was not as strong as the whole route. The northend endpoint market (NY-Boston) was up 19% year-over-year. Some of the top markets through New York including Boston-Philadelphia (+91%) were up significantly year-over-year due to a drop in airline service...

	Northeast Regional % Change			
	Ridership		Ticket Revenues	
	FY10/11	Budget	FY10/11	Budget
FY11	+5%	+2%	+12%	+7%
1 st quarter FY12	+6%	+3%	+5%	-2%
2 nd quarter FY12	+10%	+4%	+8%	-2%
3 rd quarter FY12	+4%	+6%	+11%	+10%
July FY12	0%	0%	+6%	+3%
August FY12	+14%	+6%	+19%	+10%

State Supported & Other Short Distance Corridors

August FY12 ridership on state supported and other short distance trains was +3% vs last year but -5% vs Budget. Ticket revenues were +10% vs last year but -1% vs Budget. About a dozen routes on this business line had strong year-over-year growth due to the cancellations from Hurricane Irene last year. Ridership on the Vermonter nearly doubled due to impacts of both the hurricane and trackwork. However, weak trends continued in August on the Pacific Surfliner (-5%), Cascades (-6%) and Capitol Corridor (-5%).

	Short Distance Corridor % Change			
	Ridership		Ticket Revenues	
	FY10/11	Budget	FY10/11	Budget
FY11	+7%	+3%	+10%	+4%
1 st quarter FY12	+1%	-3%	+8%	+1%
2 nd quarter FY12	+5%	0%	+9%	+1%
3 rd quarter FY12	+2%	-1%	+7%	+4%
July FY12	-1%	-7%	+1%	-6%
August FY12	+3%	-5%	+10%	-1%

Long Distance

August FY12 long distance train ridership was +11% vs last year but -2% vs Budget. Ticket revenues were +11% vs last year but -3% vs Budget. Both coach and sleeper ridership were +11% vs last August. The strong overall performance vs August FY11 is due in part to last year's weather-related cancellations on the east coast long distance trains. In addition, last year's ridership on the California Zephyr was impacted by derailment and subsequent track repairs. Long distance trains not impacted by outages last year (City of New Orleans, Southwest Chief, and Empire Builder) were generally on par with year ago.

	Long Distance % Change			
	Ridership		Ticket Revenues	
	FY10/11	Budget	FY10/11	Budget
FY11	+1%	0%	+6%	+4%
1 st quarter FY12	+2%	0%	+5%	+1%
2 nd quarter FY12	+5%	+1%	+5%	0%
3 rd quarter FY12	+5%	+1%	+9%	+2%
July FY12	+7%	-4%	+12%	-3%
August FY12	+11%	-2%	+11%	-3%

August FY12

NEC Spine	Ridership					Ticket Revenue				
	FY12	FY11	Budget	% change vs.		FY12	FY11	Budget	% change vs.	
				FY11	Budget				FY11	Budget
1 - Acela	270,792	239,916	260,219	+12.9	+4.1	\$38,227,612	\$33,625,304	\$36,577,506	+13.7	+4.5
5 - Northeast Regional	664,278	581,673	629,466	+14.2	+5.5	\$43,771,494	\$36,776,597	\$39,939,944	+19.0	+9.6
99 - Special Trains	350	490	290	-28.6	+20.7	\$174,700	\$149,200	\$76,000	+17.1	+129.9
Subtotal	935,420	822,079	889,975	+13.8	+5.1	\$82,173,806	\$70,551,101	\$76,593,449	+16.5	+7.3

State Supported and Other Short Distance Corridors

3 - Ethan Allen	6,696	5,489	5,996	+22.0	+11.7	\$348,991	\$273,191	\$309,358	+27.7	+12.8
4 - Vermonter	8,909	4,542	11,156	+96.1	-20.1	\$517,949	\$121,479	\$644,633	+326.4	-19.7
7 - Albany-Niagara Falls-Toronto	44,484	37,463	49,413	+18.7	-10.0	\$2,675,990	\$2,327,851	\$2,848,888	+15.0	-6.1
9 - Downeaster	57,853	50,825	58,754	+13.8	-1.5	\$864,896	\$715,595	\$879,754	+20.9	-1.7
12 - New Haven-Springfield	33,717	32,216	34,012	+4.7	-0.9	\$1,038,608	\$1,014,939	\$986,349	+2.3	+5.3
14 - Keystone	124,511	110,779	115,452	+12.4	+7.8	\$2,799,940	\$2,316,267	\$2,560,624	+20.9	+9.3
15 - Empire (NYP-ALB)	94,766	82,583	98,556	+14.8	-3.8	\$3,886,511	\$3,378,666	\$3,712,346	+15.0	+4.7
20 - Chicago-St. Louis (Lincoln Service)	37,105	57,323	61,898	-35.3	-40.1	\$750,613	\$1,407,879	\$1,549,112	-46.7	-51.5
21 - Hiawatha	78,864	78,544	84,773	+0.4	-7.0	\$1,515,739	\$1,442,080	\$1,555,308	+5.1	-2.5
22 - Wolverine	49,203	46,706	57,157	+5.3	-13.9	\$1,854,348	\$1,750,700	\$2,254,594	+5.9	-17.8
23 - Chicago-Carbondale (Illini/Satuki)	29,546	25,499	26,532	+15.9	+11.4	\$806,500	\$732,317	\$769,646	+10.1	+4.8
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	20,467	18,925	21,063	+8.1	-2.8	\$489,919	\$466,298	\$543,379	+5.1	-9.8
29 - Heartland Flyer	7,127	6,987	10,059	+2.0	-29.1	\$175,007	\$167,114	\$249,974	+4.7	-30.0
35 - Pacific Surfliner	263,264	275,529	289,368	-4.5	-9.0	\$5,954,039	\$5,743,695	\$6,130,941	+3.7	-2.9
36 - Cascades	86,088	91,464	85,530	-5.9	+0.7	\$3,300,957	\$3,371,145	\$3,414,506	-2.1	-3.3
37 - Capitol Corridor	146,232	153,085	158,359	-4.5	-7.7	\$2,371,167	\$2,314,549	\$2,472,397	+2.4	-4.1
39 - San Joaquin	102,385	98,477	94,435	+4.0	+8.4	\$3,490,521	\$3,325,159	\$3,428,290	+5.0	+1.8
40 - Adirondack	16,963	14,733	17,693	+15.1	-4.1	\$854,559	\$731,008	\$899,754	+16.9	-5.0
41 - Blue Water	19,222	19,402	23,941	-0.9	-19.7	\$671,771	\$639,896	\$778,621	+5.0	-13.7
46 - Washington-Lynchburg	16,598	14,912	16,017	+11.3	+3.6	\$1,022,304	\$931,247	\$974,854	+9.8	+4.9
47 - Washington-Newport News	61,916	52,874	54,620	+17.1	+13.4	\$3,515,197	\$2,870,279	\$2,959,138	+22.5	+18.8
54 - Hoosier State	3,258	3,467	3,410	-6.0	-4.5	\$72,710	\$79,524	\$76,488	-8.6	-4.9
56 - Kansas City-St. Louis (MO River Runner)	16,674	16,912	20,072	-1.4	-16.9	\$441,934	\$428,066	\$513,381	+3.2	-13.9
57 - Pennsylvanian	19,392	17,650	18,940	+9.9	+2.4	\$856,840	\$789,436	\$844,008	+8.5	+1.5
65 - Pere Marquette	11,026	11,195	12,021	-1.5	-8.3	\$338,896	\$332,451	\$373,845	+1.9	-9.3
66 - Carolinian	28,386	18,975	31,433	+49.6	-9.7	\$1,953,494	\$1,211,192	\$1,956,300	+61.3	-0.1
67 - Piedmont	13,283	9,968	11,502	+33.3	+15.5	\$251,547	\$188,381	\$200,419	+33.5	+25.5
74-81 - Buses	-	-	-	-	-	\$880,002	\$782,784	\$647,464	+12.4	+35.9
96 - Special Trains	166	853	1,052	-80.5	-84.2	\$374,700	\$272,460	\$125,000	+37.5	+199.8
Subtotal	1,398,101	1,357,377	1,473,214	+3.0	-5.1	\$44,075,650	\$40,125,652	\$44,659,370	+9.8	-1.3

Long Distance

16 - Silver Star	34,833	33,619	36,816	+3.6	-5.4	\$3,086,868	\$2,737,800	\$3,029,216	+12.7	+1.9
18 - Cardinal	11,840	8,970	11,128	+32.0	+6.4	\$812,343	\$597,353	\$791,425	+36.0	+2.6
19 - Silver Meteor	34,345	30,716	32,076	+11.8	+7.1	\$3,792,630	\$3,345,407	\$3,480,972	+13.4	+9.0
25 - Empire Builder	51,092	49,986	53,651	+2.2	-4.8	\$8,005,797	\$7,859,617	\$8,586,154	+1.9	-6.8
26 - Capitol Ltd.	20,844	19,301	23,256	+8.0	-10.4	\$2,031,893	\$1,929,362	\$2,252,578	+5.3	-9.8
27 - California Zephyr	36,511	23,741	36,910	+53.8	-1.1	\$5,326,406	\$3,956,265	\$5,440,453	+34.6	-2.1
28 - Southwest Chief	31,666	31,634	36,335	+0.1	-12.8	\$4,215,806	\$4,219,821	\$4,914,226	-0.1	-14.2
30 - City of New Orleans	20,477	20,915	22,363	-2.1	-8.4	\$1,702,699	\$1,634,971	\$1,843,192	+4.1	-7.6
32 - Texas Eagle	28,631	26,708	28,707	+7.2	-0.3	\$2,443,077	\$2,381,810	\$2,592,896	+2.6	-5.8
33 - Sunset Ltd.	8,229	8,518	9,359	-3.4	-12.1	\$957,354	\$1,006,277	\$1,160,181	-4.9	-17.5
34 - Coast Starlight	47,060	43,096	43,224	+9.2	+8.9	\$4,569,688	\$4,606,081	\$4,340,754	-0.8	+5.3
45 - Lake Shore Ltd.	39,861	33,442	39,041	+19.2	+2.1	\$3,605,518	\$2,999,083	\$3,687,660	+20.2	-2.2
48 - Palmetto	19,585	15,742	19,273	+24.4	+1.6	\$1,849,533	\$1,135,360	\$1,878,252	+62.9	-1.5
52 - Crescent	24,568	23,157	27,680	+6.1	-11.2	\$2,770,552	\$2,484,882	\$3,052,068	+11.5	-9.2
63 - Auto Train	26,172	21,436	22,766	+22.1	+15.0	\$6,230,065	\$5,274,674	\$5,675,648	+18.1	+9.8
Subtotal	435,714	390,981	442,585	+11.4	-1.6	\$51,400,230	\$46,168,763	\$52,725,675	+11.3	-2.5

Amtrak Total	2,769,235	2,570,437	2,805,774	+7.7	-1.3	\$177,649,687	\$156,845,516	\$173,978,494	+13.3	+2.1
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October-August FY12

NEC Spine	Ridership					Ticket Revenue				
	FY12	FY11	Budget	% change vs.		FY12	FY11	Budget	% change vs.	
				FY11	Budget				FY11	Budget
1 - Acela	3,116,108	3,101,795	3,227,425	+0.5	-3.4	\$465,642,606	\$449,584,071	\$476,745,256	+3.6	-2.3
5 - Northeast Regional	7,351,701	6,888,703	7,071,757	+6.7	+4.0	\$490,237,882	\$450,879,208	\$476,548,571	+8.7	+2.9
99 - Special Trains	12,982	5,402	6,510	+140.3	+99.4	\$2,005,344	\$777,353	\$943,340	+158.0	+112.6
Subtotal	10,480,791	9,995,900	10,305,692	+4.9	+1.7	\$957,885,832	\$901,240,633	\$954,237,167	+6.3	+0.4

State Supported and Other Short Distance Corridors

3 - Ethan Allen	50,231	45,980	45,733	+9.2	+9.8	\$2,614,615	\$2,324,405	\$2,374,575	+12.5	+10.1
4 - Vermonter	76,403	74,694	88,666	+2.3	-13.8	\$4,447,972	\$3,879,370	\$5,136,063	+14.7	-13.4
7 - Albany-Niagara Falls-Toronto	377,372	381,791	409,179	-1.2	-7.8	\$22,778,951	\$21,945,923	\$23,099,391	+3.8	-1.4
9 - Downeaster	493,366	475,053	506,737	+3.9	-2.6	\$7,041,153	\$6,549,501	\$7,113,854	+7.5	-1.0
12 - New Haven-Springfield	354,346	350,311	358,025	+1.2	-1.0	\$10,802,860	\$10,325,220	\$10,601,402	+4.6	+1.9
14 - Keystone	1,306,253	1,236,161	1,283,364	+5.7	+1.8	\$30,317,893	\$27,116,649	\$29,369,458	+11.8	+3.2
15 - Empire (NYP-ALB)	979,014	942,702	1,006,286	+3.9	-2.7	\$40,481,279	\$36,817,717	\$38,809,008	+10.0	+4.3
20 - Chicago-St. Louis (Lincoln Service)	547,381	503,434	587,783	+8.7	-6.9	\$12,162,091	\$11,180,679	\$14,098,756	+8.8	-13.7
21 - Hiawatha	773,424	754,582	788,572	+2.5	-1.9	\$14,656,779	\$13,722,002	\$14,599,183	+6.8	+0.4
22 - Wolverine	447,153	472,402	502,034	-5.3	-10.9	\$16,377,508	\$17,685,097	\$19,144,012	-7.4	-14.5
23 - Chicago-Carbondale (Illini/Satuki)	298,909	289,129	285,101	+3.4	+4.8	\$8,532,896	\$8,119,206	\$8,307,756	+5.1	+2.7
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	213,123	205,739	214,713	+3.6	-0.7	\$5,185,640	\$5,121,360	\$5,439,550	+1.3	-4.7
29 - Heartland Flyer	82,454	78,036	83,245	+5.7	-1.0	\$1,950,362	\$1,770,384	\$1,979,224	+10.2	-1.5
35 - Pacific Surfliner	2,428,107	2,576,444	2,662,120	-5.8	-8.8	\$53,640,160	\$50,736,004	\$53,339,519	+5.7	+0.6
36 - Cascades	775,038	778,555	783,159	-0.5	-1.0	\$28,186,598	\$27,299,933	\$29,132,119	+3.2	-3.2
37 - Capitol Corridor	1,613,449	1,562,724	1,633,381	+3.2	-1.2	\$25,657,167	\$23,525,772	\$25,509,511	+9.1	+0.6
39 - San Joaquin	1,052,683	981,705	987,640	+7.2	+6.6	\$35,669,934	\$32,799,017	\$34,337,291	+8.8	+3.9
40 - Adirondack	121,274	115,149	118,725	+5.3	+2.1	\$6,206,811	\$5,791,275	\$6,191,690	+7.2	+0.2
41 - Blue Water	176,224	173,896	186,241	+1.3	-5.4	\$5,694,116	\$5,411,368	\$5,853,320	+5.2	-2.7
46 - Washington-Lynchburg	172,106	149,306	146,061	+15.3	+17.8	\$10,676,623	\$9,098,934	\$9,104,461	+17.3	+17.3
47 - Washington-Newport News	575,532	517,960	510,027	+11.1	+12.8	\$31,785,373	\$27,754,948	\$27,935,886	+14.5	+13.8
54 - Hoosier State	34,103	34,924	34,668	-2.4	-1.6	\$798,497	\$785,966	\$781,965	+1.6	+2.1
56 - Kansas City-St. Louis (MO River Runner)	181,009	171,927	181,657	+5.3	-0.4	\$4,732,736	\$4,384,816	\$4,694,122	+7.9	+0.8
57 - Pennsylvanian	195,583	193,103	192,116	+1.3	+1.8	\$8,588,925	\$8,268,126	\$8,547,146	+3.9	+0.5
65 - Pere Marquette	102,276	99,440	102,710	+2.9	-0.4	\$3,074,153	\$2,984,864	\$3,175,238	+3.0	-3.2
66 - Carolinian	282,543	284,461	314,910	-0.7	-10.3	\$17,253,560	\$16,424,379	\$18,221,284	+5.0	-5.3
67 - Piedmont	148,523	127,887	136,231	+16.1	+9.0	\$2,799,774	\$2,265,276	\$2,302,381	+23.6	+21.6
74-81 - Buses	-	-	-	-	-	\$7,276,721	\$7,155,478	\$6,381,886	+1.7	+14.0
96 - Special Trains	30,410	38,313	42,602	-20.6	-28.6	\$2,283,950	\$2,672,693	\$2,428,350	-14.5	-5.9
Subtotal	13,888,289	13,615,808	14,191,686	+2.0	-2.1	\$421,675,098	\$393,916,360	\$418,008,401	+7.0	+0.9

Long Distance

16 - Silver Star	396,416	393,184	400,288	+0.8	-1.0	\$32,922,114	\$30,701,978	\$31,611,584	+7.2	+4.1
18 - Cardinal	107,073	102,060	107,958	+4.9	-0.8	\$6,926,226	\$6,545,032	\$7,080,227	+5.8	-2.2
19 - Silver Meteor	349,219	346,825	351,386	+0.7	-0.6	\$37,258,503	\$36,434,550	\$37,028,122	+2.3	+0.6
25 - Empire Builder	501,499	428,457	491,701	+17.0	+2.0	\$60,379,285	\$47,392,829	\$60,087,870	+27.4	+0.5
26 - Capitol Ltd.	207,870	207,721	217,070	+0.1	-4.2	\$18,715,905	\$18,589,581	\$19,562,847	+0.7	-4.3
27 - California Zephyr	345,562	336,181	361,421	+2.8	-4.4	\$43,098,439	\$42,397,129	\$45,840,344	+1.7	-6.0
28 - Southwest Chief	328,391	324,782	343,474	+1.1	-4.4	\$40,654,632	\$40,299,391	\$43,083,457	+0.9	-5.6
30 - City of New Orleans	236,178	214,981	234,457	+9.9	+0.7	\$19,501,590	\$16,434,315	\$18,798,109	+18.7	+3.7
32 - Texas Eagle	314,754	277,188	289,417	+13.6	+8.8	\$24,396,857	\$22,681,244	\$24,619,921	+7.6	-0.9
33 - Sunset Ltd.	94,348	92,773	96,225	+1.7	-2.0	\$10,755,919	\$10,376,528	\$11,312,279	+3.7	-4.9
34 - Coast Starlight	415,914	390,843	385,548	+6.4	+7.9	\$37,169,513	\$36,370,690	\$35,839,852	+2.2	+3.7
45 - Lake Shore Ltd.	371,516	359,528	372,022	+3.3	-0.1	\$30,183,458	\$28,471,169	\$30,257,620	+6.0	-0.2
48 - Palmetto	183,822	186,417	190,665	-1.4	-3.6	\$16,169,761	\$15,597,648	\$16,362,882	+3.7	-1.2
52 - Crescent	283,328	281,930	298,839	+0.5	-5.2	\$30,342,276	\$27,770,167	\$30,054,604	+9.3	+1.0
63 - Auto Train	248,147	242,976	239,403	+2.1	+3.7	\$68,586,548	\$64,341,757	\$65,019,037	+6.6	+5.5
Subtotal	4,384,037	4,185,846	4,379,874	+4.7	+0.1	\$477,061,026	\$444,404,008	\$476,558,757	+7.3	+0.1

Amtrak Total	28,753,117	27,797,554	28,877,252	+3.4	-0.4	\$1,856,621,956	\$1,739,561,001	\$1,848,804,325	+6.7	+0.4
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Amtrak Long Distance Ridership & Ticket Revenues, FY12 vs FY11 (Sleeper Class Only)

August . . .

	Ridership			Ticket Revenue		
	FY12	FY11	% Chg.	FY12	FY11	% Chg.
16 - Silver Star	2,569	2,202	+16.7	\$630,940	\$517,570	+21.9
18 - Cardinal	588	532	+10.5	\$137,680	\$116,400	+18.3
19 - Silver Meteor	3,723	3,224	+15.5	\$993,735	\$832,374	+19.4
25 - Empire Builder	9,723	9,479	+2.6	\$3,478,330	\$3,500,292	-0.6
26 - Capitol Ltd.	4,505	4,136	+8.9	\$939,743	\$850,909	+10.4
27 - California Zephyr	8,494	5,830	+45.7	\$2,943,528	\$2,161,926	+36.2
28 - Southwest Chief	5,619	5,685	-1.2	\$1,772,454	\$1,826,707	-3.0
30 - City of New Orleans	2,892	2,920	-1.0	\$460,471	\$437,703	+5.2
32 - Texas Eagle	3,667	3,363	+9.0	\$787,739	\$745,311	+5.7
33 - Sunset Ltd.	1,504	1,582	-4.9	\$391,901	\$438,681	-10.7
34 - Coast Starlight	8,367	8,492	-1.5	\$1,999,273	\$2,063,356	-3.1
45 - Lake Shore Ltd.	3,854	3,201	+20.4	\$1,042,611	\$813,591	+28.1
52 - Crescent	2,543	2,532	+0.4	\$653,732	\$562,217	+16.3
63 - Auto Train	10,738	8,551	+25.6	\$2,468,727	\$2,046,043	+20.7
Total	68,786	61,729	+11.4	\$18,700,867	\$16,913,079	+10.6

October-August . . .

	Ridership			Ticket Revenue		
	FY12	FY11	% Chg.	FY12	FY11	% Chg.
16 - Silver Star	28,892	27,212	+6.2	\$7,025,911	\$6,649,878	+5.7
18 - Cardinal	5,737	5,649	+1.6	\$1,283,899	\$1,247,842	+2.9
19 - Silver Meteor	40,138	38,872	+3.3	\$10,773,459	\$10,838,152	-0.6
25 - Empire Builder	79,750	65,012	+22.7	\$24,006,215	\$19,021,236	+26.2
26 - Capitol Ltd.	41,869	43,205	-3.1	\$8,308,400	\$8,299,363	+0.1
27 - California Zephyr	66,145	62,819	+5.3	\$21,273,393	\$20,879,605	+1.9
28 - Southwest Chief	54,994	56,338	-2.4	\$17,290,671	\$17,503,177	-1.2
30 - City of New Orleans	33,178	29,440	+12.7	\$5,325,384	\$4,364,618	+22.0
32 - Texas Eagle	35,838	33,263	+7.7	\$7,709,609	\$7,361,005	+4.7
33 - Sunset Ltd.	16,535	16,726	-1.1	\$4,611,932	\$4,589,781	+0.5
34 - Coast Starlight	66,817	67,931	-1.6	\$15,443,599	\$15,666,206	-1.4
45 - Lake Shore Ltd.	33,504	32,219	+4.0	\$8,538,151	\$8,040,703	+6.2
52 - Crescent	29,699	30,164	-1.5	\$6,955,848	\$6,312,578	+10.2
63 - Auto Train	103,619	102,860	+0.7	\$27,145,375	\$25,842,299	+5.0
Total	636,715	611,710	+4.1	\$165,691,846	\$156,616,443	+5.8

**ACTUAL ANALYSIS
TO
BUDGET**

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2012
For the Month of AUG, 2012
Operating Business View

(\$ thousands)	For the Month					For the Year to Date					Forecast Year End				
	2012 AUG	2012 AUG	2011 AUG	Variance Fav / (Unfav)		2012 YTD	2012 YTD	2011 YTD	Variance Fav / (Unfav)		FY 2012	FY 2012	FY 2011	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year	Forecast	Budget	Last Year	Budget	Prior Year
REVENUES:															
<i>Passenger Related:</i>															
Ticket Revenue	\$172,669	\$170,115	\$152,365	\$2,554	\$20,304	\$1,808,222	\$1,810,640	\$1,700,856	(\$2,418)	\$107,366	\$1,966,961	\$1,967,899	\$1,852,136	(\$938)	\$114,825
Food & Beverage	11,845	9,950	10,134	1,895	1,711	112,118	100,542	96,566	11,576	15,552	121,695	109,269	109,391	12,426	12,304
State Supported Train Revenue	10,464	16,075	12,920	(5,611)	(2,456)	165,576	176,823	168,674	(11,247)	(3,098)	181,336	192,898	190,493	(11,562)	(9,157)
Total Passenger Related Revenue	194,978	196,140	175,419	(1,162)	(19,559)	2,085,916	2,088,005	1,966,096	(2,089)	119,820	2,269,992	2,270,066	2,152,020	(74)	117,972
Commuter Revenue	8,751	9,618	24,305	(867)	(15,554)	130,611	130,624	154,503	(13)	(23,892)	139,561	139,978	163,825	(417)	(24,264)
<i>Other:</i>															
Reimbursable Revenue	11,378	7,940	2,263	3,438	9,115	115,887	94,709	84,460	21,178	31,427	124,947	102,986	103,994	21,961	20,953
Commercial Development	7,389	5,881	6,439	1,508	950	88,402	65,886	70,087	22,516	18,315	93,864	71,843	76,245	22,021	17,619
Other Transportation	12,474	12,050	10,240	424	2,234	135,508	131,128	124,690	4,380	10,818	146,825	143,323	130,117	3,502	16,708
Freight Access Fees & Other	4,722	5,265	4,476	(543)	246	58,846	53,848	47,518	4,998	11,328	63,208	58,967	49,663	4,241	13,545
Total Other Revenue	35,963	31,136	23,418	4,827	12,545	398,643	345,571	326,755	53,072	71,888	428,844	377,119	360,019	51,725	68,825
Total Operating Revenue	239,692	236,894	223,142	2,798	16,550	2,615,170	2,564,200	2,447,354	50,970	167,816	2,838,397	2,787,163	2,675,864	51,234	162,533
EXPENSES:															
<i>Salaries, Wages and Benefits:</i>															
Salaries	23,981	23,851	21,929	(130)	(2,052)	259,210	253,515	247,091	(5,695)	(12,119)	280,771	275,788	271,510	(4,983)	(9,261)
Wages & Overtime	88,861	83,619	79,881	(5,242)	(8,980)	956,292	914,061	930,191	(42,231)	(26,101)	1,043,996	998,175	1,017,429	(45,821)	(26,567)
Employee Benefits Expenses	54,085	48,585	45,078	(5,500)	(9,007)	626,462	558,504	566,952	(67,958)	(59,510)	678,517	606,333	606,333	(72,184)	(57,805)
Employee Related	2,586	2,187	3,468	(399)	882	27,706	25,667	33,439	(2,039)	5,733	30,523	28,361	37,345	(2,162)	6,822
Total Salaries, Wages and Benefits	169,513	158,242	150,356	(11,271)	(19,157)	1,869,670	1,751,747	1,777,673	(117,923)	(91,997)	2,033,807	1,908,657	1,946,996	(125,150)	(86,811)
Train Operations	23,241	22,310	22,088	(931)	(1,153)	219,385	249,967	230,563	30,582	11,178	241,497	271,815	253,603	30,318	12,106
Fuel, Power, & Utilities	26,508	30,905	30,916	4,397	4,408	324,853	340,775	301,775	15,922	(23,078)	354,128	369,491	337,830	15,363	(16,298)
Materials	13,737	16,857	23,465	3,120	9,728	194,915	184,603	207,996	(10,312)	13,081	212,745	200,642	210,649	(12,103)	(2,096)
Facility, Communication, & Office	14,383	14,411	13,180	28	(1,203)	158,812	161,299	170,767	2,487	11,955	177,031	177,296	187,410	265	10,379
Advertising & Sales	5,586	6,795	4,671	1,209	(915)	70,477	73,319	99,256	2,842	28,779	79,420	80,402	113,190	982	33,770
Casualty & Other Claims	6,059	5,876	6,608	(183)	549	67,049	65,089	68,436	(1,960)	1,387	56,044	53,928	54,264	(2,116)	(1,780)
Depreciation	56,429	56,225	51,853	(204)	(4,576)	611,207	604,282	547,187	(6,925)	(64,020)	678,006	671,397	602,653	(6,609)	(75,353)
Amort of Gain on Sale/Leaseback	(340)	(343)	(340)	(3)	0	(3,741)	(3,777)	(3,764)	(36)	(23)	(4,084)	(4,121)	(4,104)	(37)	(20)
Depreciation, net of amortization	56,089	55,882	51,513	(207)	(4,576)	607,466	600,505	543,423	(6,961)	(64,043)	673,922	667,276	598,549	(6,646)	(75,373)
Other Expenses	22,495	23,693	28,480	1,198	5,985	296,195	276,842	339,707	(19,353)	43,512	341,268	304,111	400,627	(37,157)	59,359
Indirect Costs Capitalized to P&E	(10,209)	(12,245)	(2,690)	(2,036)	7,519	(95,654)	(131,425)	(123,263)	(35,771)	(27,609)	(118,003)	(143,580)	(147,623)	(25,577)	(29,620)
Total Expense	327,402	322,726	328,587	(4,676)	1,185	3,713,168	3,572,721	3,616,333	(140,447)	(96,835)	4,051,859	3,890,038	3,955,495	(161,821)	(96,364)
Operating Income (Loss)	(87,710)	(85,832)	(105,445)	(1,878)	17,735	(1,097,998)	(1,008,521)	(1,168,979)	(89,477)	70,981	(1,213,462)	(1,102,875)	(1,279,631)	(110,587)	66,169
Other (Income) and Expense															
Interest Income	(552)	(814)	(525)	(262)	27	(5,939)	(8,923)	(5,830)	(2,984)	109	(6,479)	(9,737)	(8,538)	(3,258)	(2,059)
Interest Expense	4,812	7,602	8,200	2,790	3,388	79,871	89,078	93,696	9,207	13,825	84,574	96,680	101,798	12,106	17,224
Other Expense - Net	4,260	6,788	7,675	2,528	3,415	73,932	80,155	87,866	6,223	13,934	78,095	86,943	93,260	8,848	15,165
Loss from Continuing Operations	(91,970)	(92,620)	(113,120)	650	21,150	(1,171,930)	(1,088,676)	(1,256,845)	(83,254)	84,915	(1,291,557)	(1,189,818)	(1,372,891)	(101,739)	81,334
Discontinued Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Loss	(91,970)	(92,620)	(113,120)	650	21,150	(1,171,930)	(1,088,676)	(1,256,845)	(83,254)	84,915	(1,291,557)	(1,189,818)	(1,372,891)	(101,739)	81,334
Adjustments ⁽¹⁾	72,428	70,353	84,751	2,075	(12,323)	826,919	762,966	838,766	63,953	(11,847)	913,418	844,493	926,777	68,925	(13,359)
Adjusted Income or (Loss)	(\$19,542)	(\$22,267)	(\$28,369)	\$2,725	\$8,827	(\$345,011)	(\$325,710)	(\$418,079)	(\$19,301)	\$73,068	(\$380,139)	(\$345,325)	(\$446,114)	(\$34,814)	\$65,975
RECONCILIATION TO CONSOLIDATED STATEMENT OF OPERATIONS:															
Total Operating Revenue	\$239,692	\$236,894	\$223,142	\$2,798	\$16,550	\$2,615,170	\$2,564,200	\$2,447,354	\$50,970	\$167,816	\$2,838,397	\$2,787,163	\$2,675,864	\$51,234	\$162,533
Federal and State Capital Payments	2,690	2,636	2,569	54	121	29,904	28,991	28,264	913	1,640	32,594	31,627	30,887	967	1,707
Total Revenue	242,382	239,530	225,711	2,852	16,671	2,645,074	2,593,191	2,475,618	51,883	169,456	2,870,991	2,818,790	2,706,751	52,201	164,240
Total Expenses	327,402	322,726	328,587	(4,676)	1,185	3,713,168	3,572,721	3,616,333	(140,447)	(96,835)	4,051,859	3,890,038	3,955,495	(161,821)	(96,364)
Income or (Loss) from Operations	(85,020)	(83,196)	(102,876)	(1,824)	17,856	(1,068,094)	(979,530)	(1,140,715)	(88,564)	72,621	(1,180,868)	(1,071,248)	(1,248,744)	(109,620)	67,876
Interest, net	4,260	6,788	7,675	2,528	3,415	73,932	80,155	87,866	6,223	13,934	78,095	86,943	93,260	8,848	15,165
Loss from Continuing Operations	(89,280)	(89,984)	(110,551)	704	21,271	(1,142,026)	(1,059,685)	(1,228,581)	(82,341)	86,555	(1,258,963)	(1,158,191)	(1,342,004)	(100,772)	83,041
Discontinued Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Income or (Loss)	(\$89,280)	(\$89,984)	(\$110,551)	\$704	\$21,271	(\$1,142,026)	(\$1,059,685)	(1,228,581)	(\$82,341)	\$86,555	(\$1,258,963)	(\$1,158,191)	(\$1,342,004)	(\$100,772)	\$83,041

⁽¹⁾ Adjustments exclude Depreciation, Net Interest, Project Related costs (PRJ), non-cash portion of OPEBs and Inspector General's office.

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2012
For the Month of AUG, 2012
Operating excluding Project

(\$ thousands)	For the Month					For the Year to Date				
	2012 AUG	2012 AUG	2011 AUG	Variance Fav / (Unfav)		2012 YTD	2012 YTD	2011 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	\$172,669	\$170,115	\$152,365	\$2,554	\$20,304	\$1,808,222	\$1,810,640	\$1,700,856	(\$2,418)	\$107,366
Food & Beverage	11,845	9,950	10,134	1,895	1,711	112,118	100,542	96,566	11,576	15,552
State Supported Train Revenue	10,464	16,075	12,920	(5,611)	(2,456)	165,576	176,823	168,674	(11,247)	(3,098)
Total Passenger Related Revenue	194,978	196,140	175,419	(1,162)	19,559	2,085,916	2,088,005	1,966,096	(2,089)	119,820
Commuter Revenue	8,751	9,618	24,305	(867)	(15,554)	130,611	130,624	154,503	(13)	(23,892)
<i>Other:</i>										
Reimbursable Revenue	11,378	7,940	2,263	3,438	9,115	115,887	94,709	84,460	21,178	31,427
Commercial Development	7,389	5,881	6,439	1,508	950	88,402	65,886	70,087	22,516	18,315
Other Transportation	12,474	12,050	10,240	424	2,234	135,508	131,128	124,690	4,380	10,818
Freight Access Fees & Other	4,722	5,265	4,476	(543)	246	58,846	53,848	47,518	4,998	11,328
Total Other Revenue	35,963	31,136	23,418	4,827	12,545	398,643	345,571	326,755	53,072	71,888
Total Operating Revenue	239,692	236,894	223,142	2,798	16,550	2,615,170	2,564,200	2,447,354	50,970	167,816
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	23,817	23,830	21,703	13	(2,114)	256,840	253,289	244,870	(3,551)	(11,970)
Wages & Overtime	88,484	83,610	79,514	(4,874)	(8,970)	950,200	913,967	921,920	(36,233)	(28,280)
Employee Benefits Expenses	53,852	48,571	44,752	(5,281)	(9,100)	622,391	558,340	562,463	(64,051)	(59,928)
Employee Related	2,553	2,187	3,440	(366)	887	27,289	25,667	30,176	(1,622)	2,887
Total Salaries, Wages and Benefits	168,706	158,198	149,409	(10,508)	(19,297)	1,856,720	1,751,263	1,759,429	(105,457)	(97,291)
Train Operations	23,241	22,310	22,088	(931)	(1,153)	219,385	249,967	230,563	30,582	11,178
Fuel, Power, & Utilities	26,508	30,905	30,916	4,397	4,408	324,850	340,775	301,754	15,925	(23,096)
Materials	12,424	16,857	16,666	4,433	4,242	176,465	184,603	180,802	8,138	4,337
Facility, Communication, & Office	13,899	14,411	12,239	512	(1,660)	152,072	161,299	156,926	9,227	4,854
Advertising & Sales	5,586	6,795	4,671	1,209	(915)	70,477	73,319	99,256	2,842	28,779
Casualty & Other Claims	6,059	5,876	6,608	(183)	549	67,049	65,085	68,430	(1,964)	1,381
Depreciation	56,429	56,225	51,853	(204)	(4,576)	611,207	604,282	547,187	(6,925)	(64,020)
Amort of Gain on Sale/Leaseback	(340)	(343)	(340)	(3)	0	(3,741)	(3,777)	(3,764)	(36)	(23)
Depreciation, net of amortization	56,089	55,882	51,513	(207)	(4,576)	607,466	600,505	543,423	(6,961)	(64,043)
Other Expenses	21,558	23,693	20,170	2,135	(1,388)	280,915	276,842	279,103	(4,073)	(1,812)
Indirect Costs Capitalized to P&E	(10,796)	(12,245)	(4,506)	(1,449)	6,290	(105,829)	(131,425)	(133,230)	(25,596)	(27,401)
Total Expense	323,274	322,682	309,774	(592)	(13,500)	3,649,570	3,572,233	3,486,456	(77,337)	(163,114)
Operating Income (Loss)	(83,582)	(85,788)	(86,632)	2,206	3,050	(1,034,400)	(1,008,033)	(1,039,102)	(26,367)	4,702
Other (Income) and Expense										
Interest Income	(552)	(814)	(525)	(262)	27	(5,939)	(8,923)	(5,830)	(2,984)	109
Interest Expense	4,812	7,602	8,200	2,790	3,388	79,871	89,078	93,696	9,207	13,825
Other Expense - Net	4,260	6,788	7,675	2,528	3,415	73,932	80,155	87,866	6,223	13,934
Loss from Continuing Operations	(87,842)	(92,576)	(94,307)	4,734	6,465	(1,108,332)	(1,088,188)	(1,126,968)	(20,144)	18,636
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Loss	(87,842)	(92,576)	(94,307)	4,734	6,465	(1,108,332)	(1,088,188)	(1,126,968)	(20,144)	18,636

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2012
For the Month of AUG, 2012
Core

(\$ thousands)	For the Month					For the Year to Date				
	2012 AUG	2012 AUG	2011 AUG	Variance Fav / (Unfav)		2012 YTD	2012 YTD	2011 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	\$172,666	\$170,115	\$152,355	\$2,551	\$20,311	\$1,808,160	\$1,810,640	\$1,700,837	(\$2,480)	\$107,323
Food & Beverage	11,845	9,950	10,134	1,895	1,711	112,118	100,542	96,566	11,576	15,552
State Supported Train Revenue	10,464	16,075	12,914	(5,611)	(2,450)	165,576	176,823	168,669	(11,247)	(3,093)
Total Passenger Related Revenue	194,975	196,140	175,403	(1,165)	19,572	2,085,854	2,088,005	1,966,072	(2,151)	119,782
Commuter Revenue	0	0	0	0	0	0	0	0	0	0
<i>Other:</i>										
Reimbursable Revenue	792	0	4,455	792	(3,663)	8,119	0	66,934	8,119	(58,815)
Commercial Development	0	0	0	0	0	0	0	1,055	0	(1,055)
Other Transportation	12,418	12,050	10,252	368	2,166	134,546	131,128	118,441	3,418	16,105
Freight Access Fees & Other	4,586	5,265	4,818	(679)	(232)	56,675	53,848	47,705	2,827	8,970
Total Other Revenue	17,796	17,315	19,525	481	(1,729)	199,340	184,976	234,135	14,364	(34,795)
Total Operating Revenue	212,771	213,455	194,928	(684)	17,843	2,285,194	2,272,981	2,200,207	12,213	84,987
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	22,896	22,992	22,648	96	(248)	244,336	241,949	234,390	(2,387)	(9,946)
Wages & Overtime	79,635	78,069	78,941	(1,566)	(694)	850,404	841,786	847,226	(8,618)	(3,178)
Employee Benefits Expenses	48,826	46,093	37,819	(2,733)	(11,007)	555,726	523,803	520,782	(31,923)	(34,944)
Employee Related	2,446	2,099	3,262	(347)	816	25,107	24,331	28,649	(776)	3,542
Total Salaries, Wages and Benefits	153,803	149,253	142,670	(4,550)	(11,133)	1,675,573	1,631,869	1,631,047	(43,704)	(44,526)
Train Operations	23,195	22,250	22,048	(945)	(1,147)	218,746	249,224	229,925	30,478	11,179
Fuel, Power, & Utilities	25,621	29,794	30,446	4,173	4,825	315,319	328,775	291,234	13,456	(24,085)
Materials	10,773	16,091	13,098	5,318	2,325	157,853	174,277	163,456	16,424	5,603
Facility, Communication, & Office	12,526	13,891	11,735	1,365	(791)	137,795	153,726	142,603	15,931	4,808
Advertising & Sales	5,580	6,795	4,668	1,215	(912)	70,459	73,305	99,247	2,846	28,788
Casualty & Other Claims	6,060	5,752	6,607	(308)	547	67,049	63,459	67,189	(3,590)	140
Depreciation	56,127	56,225	51,543	98	(4,584)	607,879	604,282	543,768	(3,597)	(64,111)
Amort of Gain on Sale/Leaseback	(340)	(343)	(340)	(3)	0	(3,741)	(3,777)	(3,764)	(36)	(23)
Depreciation, net of amortization	55,787	55,882	51,203	95	(4,584)	604,138	600,505	540,004	(3,633)	(64,134)
Other Expenses	20,398	22,505	21,207	2,107	809	259,588	263,463	270,822	3,875	11,234
Indirect Costs Capitalized to P&E	(15,497)	(16,595)	(20,672)	(1,098)	(5,175)	(155,417)	(185,307)	(149,350)	(29,890)	6,067
Total Expense	298,246	305,618	283,010	7,372	(15,236)	3,351,103	3,353,296	3,286,177	2,193	(64,926)
Operating Income (Loss)	(85,475)	(92,163)	(88,082)	6,688	2,607	(1,065,909)	(1,080,315)	(1,085,970)	14,406	20,061
Other (Income) and Expense										
Interest Income	537	814	510	277	(27)	5,787	8,923	5,815	3,136	28
Interest Expense	6,005	7,602	8,181	1,597	2,176	77,097	89,078	93,677	11,981	16,580
Other Expense - Net	6,542	8,416	8,691	1,874	2,149	82,884	98,001	99,492	15,117	16,608
Loss from Continuing Operations	(92,017)	(100,579)	(96,773)	8,562	4,756	(1,148,793)	(1,178,316)	(1,185,462)	29,523	36,669
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Loss	(92,017)	(100,579)	(96,773)	8,562	4,756	(1,148,793)	(1,178,316)	(1,185,462)	29,523	36,669

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2012
For the Month of AUG, 2012
Ancillary

(\$ thousands)	For the Month					For the Year to Date				
	2012 AUG	2012 AUG	2011 AUG	Variance Fav / (Unfav)		2012 YTD	2012 YTD	2011 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	\$3	\$0	\$0	\$3	\$3	\$62	\$0	\$0	\$62	\$62
Food & Beverage	0	0	0	0	0	0	0	0	0	0
State Supported Train Revenue	0	0	5	0	(5)	0	0	5	0	(5)
Total Passenger Related Revenue	3	0	5	3	(2)	62	0	5	62	(57)
Commuter Revenue	0	9,618	24,305	(9,618)	(24,305)	(1)	130,624	154,503	(130,625)	(154,504)
<i>Other:</i>										
Reimbursable Revenue	10,568	7,940	(2,192)	2,628	12,760	107,750	94,709	17,526	13,041	90,224
Commercial Development	7,389	5,881	6,439	1,508	950	88,402	65,886	69,032	22,516	19,370
Other Transportation	57	0	(4)	57	61	962	0	6,249	962	(5,287)
Freight Access Fees & Other	136	0	(342)	136	478	2,171	0	(187)	2,171	2,358
Total Other Revenue	18,150	13,821	3,901	4,329	14,249	199,285	160,595	92,620	38,690	106,665
Total Operating Revenue	18,153	23,439	28,211	(5,286)	(10,058)	199,346	291,219	247,128	(91,873)	(47,782)
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	922	839	1,331	(83)	409	12,503	11,341	10,480	(1,162)	(2,023)
Wages & Overtime	8,903	5,541	9,137	(3,362)	234	99,881	72,180	74,695	(27,701)	(25,186)
Employee Benefits Expenses	5,026	2,477	6,934	(2,549)	1,908	66,665	34,536	41,681	(32,129)	(24,984)
Employee Related	108	88	178	(20)	70	2,182	1,336	1,528	(846)	(654)
Total Salaries, Wages and Benefits	14,959	8,945	17,580	(6,014)	2,621	181,231	119,393	128,384	(61,838)	(52,847)
Train Operations	46	60	65	14	19	639	744	638	105	(1)
Fuel, Power, & Utilities	886	1,111	415	225	(471)	9,531	12,001	10,520	2,470	989
Materials	1,651	766	367	(885)	(1,284)	18,613	10,325	17,346	(8,288)	(1,267)
Facility, Communication, & Office	1,373	521	976	(852)	(397)	14,288	7,573	14,320	(6,715)	32
Advertising & Sales	6	0	3	(6)	(3)	18	13	9	(5)	(9)
Casualty & Other Claims	0	124	0	124	0	0	1,626	1,241	1,626	1,241
Depreciation	302	0	310	(302)	8	3,329	0	3,419	(3,329)	90
Amort of Gain on Sale/Leaseback	0	0	0	0	0	0	0	0	0	0
Depreciation, net of amortization	302	0	310	(302)	8	3,329	0	3,419	(3,329)	90
Other Expenses	1,136	1,188	1,766	52	630	21,292	13,380	8,286	(7,912)	(13,006)
Indirect Costs Capitalized to P&E	4,669	4,349	5,279	(320)	610	49,525	53,882	16,120	4,357	(33,405)
Total Expense	25,028	17,064	26,761	(7,964)	1,733	298,466	218,937	200,283	(79,529)	(98,183)
Operating Income (Loss)	(6,875)	6,375	1,450	(13,250)	(8,325)	(99,120)	72,282	46,845	(171,402)	(145,965)
Other (Income) and Expense										
Interest Income	15	0	15	(15)	0	152	0	15	(152)	(137)
Interest Expense	20	0	20	(20)	0	216	0	20	(216)	(196)
Other Expense - Net	35	0	35	(35)	0	368	0	35	(368)	(333)
Loss from Continuing Operations	(6,910)	6,375	1,415	(13,285)	(8,325)	(99,488)	72,282	46,810	(171,770)	(146,298)
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Loss	(6,910)	6,375	1,415	(13,285)	(8,325)	(99,488)	72,282	46,810	(171,770)	(146,298)

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2012
For the Month of AUG, 2012
Projects

(\$ thousands)	For the Month					For the Year to Date				
	2012 AUG	2012 AUG	2011 AUG	Variance Fav / (Unfav)		2012 YTD	2012 YTD	2011 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Food & Beverage	0	0	0	0	0	0	0	0	0	0
State Supported Train Revenue	0	0	0	0	0	0	0	0	0	0
Total Passenger Related Revenue	0	0	0	0	0	0	0	0	0	0
Commuter Revenue	0	0	0	0	0	0	0	0	0	0
<i>Other:</i>										
Reimbursable Revenue	0	0	0	0	0	0	0	0	0	0
Commercial Development	0	0	0	0	0	0	0	0	0	0
Other Transportation	0	0	0	0	0	0	0	0	0	0
Freight Access Fees & Other	0	0	0	0	0	0	0	0	0	0
Total Other Revenue	0	0	0	0	0	0	0	0	0	0
Total Operating Revenue	0	0	0	0	0	0	0	0	0	0
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	164	21	226	(143)	62	2,370	226	2,221	(2,144)	(149)
Wages & Overtime	377	9	367	(368)	(10)	6,092	94	8,271	(5,998)	2,179
Employee Benefits Expenses	233	14	326	(219)	93	4,071	164	4,489	(3,907)	418
Employee Related	33	0	28	(33)	(5)	417	0	3,263	(417)	2,846
Total Salaries, Wages and Benefits	807	44	947	(763)	140	12,950	484	18,244	(12,466)	5,294
Train Operations	0	0	0	0	0	0	0	0	0	0
Fuel, Power, & Utilities	0	0	0	0	0	3	0	21	(3)	18
Materials	1,313	0	6,799	(1,313)	5,486	18,450	0	27,194	(18,450)	8,744
Facility, Communication, & Office	484	0	941	(484)	457	6,740	0	13,841	(6,740)	7,101
Advertising & Sales	0	0	0	0	0	0	0	0	0	0
Casualty & Other Claims	0	0	0	0	0	0	4	6	4	6
Depreciation	0	0	0	0	0	0	0	0	0	0
Amort of Gain on Sale/Leaseback	0	0	0	0	0	0	0	0	0	0
Depreciation, net of amortization	0	0	0	0	0	0	0	0	0	0
Other Expenses	937	0	8,310	(937)	7,373	15,280	0	60,604	(15,280)	45,324
Indirect Costs Capitalized to P&E	587	0	1,816	(587)	1,229	10,175	0	9,967	(10,175)	(208)
Total Expense	4,128	44	18,813	(4,084)	14,685	63,598	488	129,877	(63,110)	66,279
Operating Income (Loss)	(4,128)	(44)	(18,813)	(4,084)	14,685	(63,598)	(488)	(129,877)	(63,110)	66,279
Other (Income) and Expense										
Interest Income	0	0	0	0	0	0	0	0	0	0
Interest Expense	0	0	0	0	0	0	0	0	0	0
Other Expense - Net	0	0	0	0	0	0	0	0	0	0
Loss from Continuing Operations	(4,128)	(44)	(18,813)	(4,084)	14,685	(63,598)	(488)	(129,877)	(63,110)	66,279
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Loss	(4,128)	(44)	(18,813)	(4,084)	14,685	(63,598)	(488)	(129,877)	(63,110)	66,279

National Railroad Passenger Corporation (Amtrak)
Capital Program Expenditures Excluding Debt Service
August 2012 YTD
(\$ thousands)

Department & Program	YTD Actual	YTD Authorized ¹	Variance	FY12 Remaining Spend Plan	Spend Plan + YTD Actual	FY12 Authorized	Variance
Engineering							
Structures – Movable Bridge-Movable Span	1,233	1,472	239	287	1,520	1,503	(16)
Structures – Bridge Ties	1,755	2,002	247	671	2,426	2,158	(268)
Structures – Undergrade–Fixed Bridge	23,988	25,494	1,506	3,550	27,537	26,419	(1,119)
Structures - Culvert	567	613	46	296	863	650	(213)
Structures - Fence	1,617	1,534	(83)	122	1,739	1,556	(183)
Structures – Interlocking Structures	126	144	18	155	281	200	(81)
Structures - Tunnel	1,653	3,258	1,605	1,501	3,154	3,549	395
Structures – Retaining Wall	1,151	1,225	74	297	1,448	1,261	(186)
Structures - Major Bridge Special Projects	46,106	34,738	(11,367)	6,399	52,505	35,035	(17,470)
Structures – M/E Facility	16,279	20,317	4,038	3,985	20,264	20,931	667
Structures – M/W Base	924	1,319	395	346	1,270	1,450	180
Structures - Station	82,884	85,168	2,284	16,967	99,851	90,818	(9,033)
Structures – Trans Department Facility	247	1,011	764	182	429	1,150	721
Structures – Sunnyside Yard New Mechanical Facilit	4,634	4,912	278	2,144	6,778	5,116	(1,662)
Communications & Signals- Abs Locations	4,076	4,881	804	537	4,614	5,305	691
Communications & Signals- Adv Civil Spd Enforc Sys	11,897	18,314	6,417	4,572	16,469	21,428	4,959
Communications & Signals – Cable Fiber	132	133	1	-	132	133	1
Communications & Signal – Interlocking-C&S	4,275	6,950	2,675	1,671	5,946	7,649	1,703
Communications & Signals - Crossings	169	956	787	-	169	1,050	881
Communications & Signals - Cetc	5,158	8,965	3,807	2,826	7,984	9,775	1,791
Communications & Signals - Radio	851	761	(90)	91	943	767	(176)
Electric Traction - Catenary	10,542	9,306	(1,236)	3,256	13,798	9,845	(3,953)
Electric Traction - Catenary Pole	2,286	3,361	1,074	954	3,241	3,697	456
Electric Traction - Transmission	499	769	271	333	832	812	(20)
Electric Traction - Frequency Converters	3,936	5,222	1,286	4,036	7,973	5,740	(2,232)
Electric Traction - Signal Power	931	1,208	277	352	1,282	1,300	18
Electric Traction - Substations	4,848	7,127	2,279	2,872	7,719	7,637	(82)
Track - Ballast	1,846	2,627	781	816	2,663	2,883	221
Track - Drainage	2,134	2,488	354	194	2,328	2,601	273
Track – Fasteners	1	-	(1)	-	1	-	(1)
Track - Rail	11,286	11,576	290	3,136	14,422	12,382	(2,040)
Track – Wood/Concrete Crosstie/Timber	33,355	29,422	(3,933)	5,722	39,077	31,459	(7,618)
Track – Total Track Renewal/Construction	29,629	32,235	2,606	11,196	40,825	50,334	9,509
Track – Track Laying System	22,335	21,835	(500)	119	22,454	22,055	(399)
Track - Turnouts	2,948	4,843	1,895	1,530	4,478	5,603	1,125
Track – Crossings-Road	184	278	95	143	327	290	(36)
Track - Geometry	14,674	14,400	(274)	1,754	16,428	15,385	(1,044)
Deputy Chief Engineer Construction - Applications	6,920	7,317	397	1,352	8,272	8,156	(116)
Track – Interlocking Renewal	10,144	13,049	2,905	705	10,849	13,595	2,747
Track – Equipment-Roadway	8,117	11,047	2,930	2,769	10,886	12,173	1,286
Structures – Special Project 2	7,131	6,417	(714)	609	7,740	7,000	(740)
Deputy Chief Engineer – Leasehold Improvements	3,433	3,189	(244)	400	3,833	3,600	(233)
Life Safety – Lic Ventilation Construction	(0)	-	0	-	(0)	-	0
Life Safety – 1St Avenue Construction	18,278	19,017	739	3,756	22,035	20,288	(1,746)
Life Safety – Nrt Ventilation Construction	449	1,458	1,009	391	840	1,466	625
Life Safety – Standpipe Installation	1,346	950	(396)	1,014	2,360	1,100	(1,260)
Life Safety – Misc Design & Construction Project	879	889	10	179	1,059	960	(99)
NJ HSR Improvements - Interlocking	49	145	96	232	281	200	(81)
NJ HSR Improvements - Track Upgrades	3,480	5,791	2,311	1,965	5,445	7,050	1,605
Other	298	8,962	8,664	10,447	10,745	16,062	5,317
Engineering Total	411,681	449,096	37,415	106,832	518,513	501,577	(16,936)
Mechanical							
Amfleet Programs	56,026	58,448	2,422	16,568	72,594	63,275	(9,320)
Locomotives	103,189	120,075	16,886	26,745	129,934	124,958	(4,976)
Acquisitions	9,406	96,279	86,873	6,160	15,566	108,788	93,221
Superliners	52,065	54,343	2,278	12,975	65,040	59,260	(5,780)
Facility Improvements	2,623	5,105	2,482	3,038	5,661	5,500	(161)
Horizon/Surfliner Programs	9,043	11,185	2,142	1,780	10,823	11,990	1,167
Non Passenger Equipment	3,482	7,125	3,643	1,015	4,497	7,700	3,203
Viewliner Programs	6,070	7,040	970	2,200	8,270	7,670	(600)
Talgo Programs	199	550	351	40	239	600	361
Acela Programs	30,197	24,831	(5,366)	3,501	33,698	31,250	(2,448)
Heritage Programs	2,653	2,567	(86)	1,590	4,243	2,800	(1,443)
Mandatory Projects	247	2,025	1,778	80	327	2,250	1,923
General Safety & Reliability	1,395	5,278	3,882	1,834	3,229	5,750	2,521
Mechanical IT Projects	1,169	2,075	906	805	1,974	2,250	276
Other	1,824	4,576	2,752	3,500	5,324	6,250	926
Mechanical Total	279,587	401,501	121,914	81,832	361,419	440,291	78,872
Environmental							
Environmental Risk Reduction	694	778	84	80	774	925	151
Environmental Remediation Program	1,502	2,472	970	1,266	2,768	2,845	77
Other	-	-	-	-	-	-	-
Environmental Total	2,196	3,250	1,054	1,346	3,542	3,770	228

National Railroad Passenger Corporation (Amtrak)
Capital Program Expenditures Excluding Debt Service
August 2012 YTD
(\$ thousands)

Department & Program	YTD Actual	YTD Authorized ¹	Variance	FY12 Remaining Spend Plan	Spend Plan + YTD Actual	FY12 Authorized	Variance
Police and Security							
Safety & Security Program	24,661	45,695	21,034	14,795	39,457	51,174	11,718
Safety & Security Total	24,661	45,695	21,034	14,795	39,457	51,174	11,718
Transportation / Operations							
System/Business Application Improvement	1,156	1,049	(107)	630	1,786	1,130	(656)
Training and Performance Tracking	2	-	(2)	-	2	-	(2)
Station and Facility Improvements	14,380	12,515	(1,865)	457	14,837	12,965	(1,872)
Other	(1,337)	250	1,587	333	(1,003)	340	1,343
Transportation Total	14,201	13,814	(387)	1,420	15,621	14,435	(1,186)
Finance & Treasury							
Technology/ System Upgrades & Facility Improvement	3,083	1,595	(1,488)	336	3,419	1,762	(1,657)
Finance & Treasury Total	3,083	1,595	(1,488)	336	3,419	1,762	(1,657)
Amtrak Technologies Total							
Technology/ System Upgrades	31,996	35,781	3,785	11,234	43,230	38,200	(5,030)
Amtrak Technologies Total	31,996	35,781	3,785	11,234	43,230	38,200	(5,030)
Procurement							
Vehicle Replacement	4,024	-	(4,024)	-	4,024	-	(4,024)
Procurement Facility Improvement Program	8	130	122	195	203	195	(8)
Other	-	-	-	-	-	-	-
Procurement Total	4,032	130	(3,902)	195	4,227	195	(4,032)
Real Estate Total							
Station / Facility Development	426	3,590	3,164	2,150	2,576	4,300	1,724
Real Estate Total	426	3,590	3,164	2,150	2,576	4,300	1,724
NEC IID							
Existing Partnership Agreements	8,267	21,893	13,626	2,434	10,700	23,270	12,570
NEC IID Total	8,267	21,893	13,626	2,434	10,700	23,270	12,570
Marketing & Sales							
Technology / System Upgrade	21,939	27,573	5,635	7,557	29,496	28,811	(685)
Infrastructure	156	-	(156)	-	156	-	(156)
Other	1,117	2,000	883	1,485	2,602	2,500	(102)
Marketing & Sales Total	23,211	29,573	6,362	9,043	32,253	31,311	(942)
Departmental Total	803,340	1,005,917	202,578	231,618	1,034,957	1,110,286	75,328
MANUAL ADJUSTMENTS							
Engineering CUS Adjustment ²	(254)	(1,806)	(1,552)	(598)	(851)	(2,069)	(1,218)
Totals with All Adjustments	803,086	1,004,111	201,025	231,020	1,034,106	1,108,217	74,111
All Capital Projects (PRJ)	63,607	3,511	(60,096)	-	63,607	3,756	(59,851)
Totals Excluding PRJ	739,479	1,000,601	261,122	231,020	970,499	1,104,460	133,961

1) Authorized amounts were reset following Board approval and do not reflect earlier published amounts.

2) Expenditures include the reimbursable portion of Chicago Union Station projects that are primarily funded by METRA.

BOLD Numbers are subtotals

**CHIEF MECHANICAL OFFICER
FY12 PRODUCTION REPORT**

PROJECT #	PROJECT NAME	FY12 Plan	Plan AUG	Actuals AUG	Plan YTD through AUG	Actuals YTD through AUG	Variance Actuals YTD to Plan YTD	% Variance Actuals YTD to Plan YTD	% YTD Actuals to FY12 Plan	Units Completed - August	August Comments
20047439	Amfleet I Coach Overhaul Level 2	37	3	4	33	35	2	106%	95%	82541, 82536, 82540, 82543	Project back on schedule and accelerating to exceed production by 2 cars in an effort to offset other Amfleet projects.
20047440	Amfleet II Coach Overhaul Level 1	30	2	3	27	25	(2)	93%	83%	25119, 25061, 25122	Timing difference between Amfleet I and Amfleet II cars. Anticipate falling short 1 car this year.
20127400	Amfleet Food Service to Coach Conversion	11	2	0	9	3	(6)	33%	27%		Project continues to be delayed mostly due to missing parts. These delays are expected to prevent the completion of 6 cars this fiscal year but are on the preliminary plan to complete in FY13.
20117405	Amfleet II Diner Overhaul Level 1	6	0	1	5	6	1	120%	100%	28009	Project complete.
20082564	Amfleet I Coach Overhaul Level 1	43	4	5	39	41	2	105%	95%	82746, 82742, 82737, 82792, 82743	Timing difference between Amfleet I and Amfleet II cars.
20077405	Amfleet I Caf�/Club Overhaul Level 2	27	3	2	25	20	(5)	80%	74%	43374, 43368	Units arriving for overhaul are in worse condition than expected. Most units that have arrived since October are requiring replacement of galley floor which was not in the scope of work. Anticipate falling short 2 cars this year.
20097417	Cab Car Overhaul	1	0	0	1	1	0	100%	100%		
CAPITAL	TOTAL BEAR	155	14	15	139	131	(8)	94%	85%		
20037429	Superliner I Sleeper Overhaul - Level 3	11	1	1	11	7	(4)	64%	64%	32003	Awaiting material
20037434	Superliner II Sleeper Overhaul	14	1	1	13	11	(2)	85%	79%	32504	Cars not delivered
20037435	Superliner II Lounge Overhaul	4	1	1	4	2	(2)	50%	50%	33100	Cars not delivered
20037436	Superliner II Coach Overhaul	9	1	0	9	11	2	122%	122%		
20037437	Superliner II Diner Overhaul	4	0	0	4	4	0	100%	100%		
20037438	Superliner II Trans Sleeper Dorm Overhaul	10	1	1	10	11	1	110%	110%	39045	
20057422	Superliner I Coach Overhaul	34	3	5	31	30	(1)	97%	88%	34010, 31011, 34095, 31021, 31041	Cars should be completed for FY12
20079871	Superliner I Sleeper Overhaul	1	0	0	1	1	0	100%	100%		
20079876	Superliner I Diner/Lounge Overhaul	9	0	1	9	7	(2)	78%	78%	37014	2 cars had fire damage
20097405	Horizon Coach Overhaul - Level 2	22	2	2	20	22	2	110%	100%	54565, 54548	Cars made available
20097407	Horizon Caf� Overhaul	2	0	0	2	2	0	100%	100%		
20097404	Surfliner Coach Overhaul	5	1	1	5	4	(1)	80%	80%	6402	Will complete 6408 in September
20097410	Surfliner Cab Car Overhaul	2	0	0	2	1	(1)	50%	50%		CA will not send 6905 to BEE this FY
20097413	Surfliner Custom Coach Overhaul	2	0	0	2	2	0	100%	100%		
20097414	Surfliner Caf� Overhaul	3	0	0	3	3	0	100%	100%		
20037428	Baggage Car Overhaul	30	2	2	29	22	(7)	76%	73%	1735, 1234	Cars were not shopped
20067411	Viewliner Sleeper - Overhaul	13	1	2	12	11	(1)	92%	85%	62019, 62011	Cars were not made available
20067420	Heritage Diner Overhaul	7	1	0	6	4	(2)	67%	57%		Extensive extra work. 8552 done in WMS 8-31-12
CAPITAL	TOTAL BEECH GROVE	182	15	17	173	155	(18)	90%	85%		
20067402	AEM-7 AC Overhauls	10	1	1	9	9	0	100%	90%	928	
20047419	AEM-7 DC Overhauls	5	0	0	5	5	0	100%	100%		
20057407	HHP-8 Locomotive Overhauls	3	0	1	3	3	0	100%	100%	653	
CAPITAL	TOTAL WILMINGTON	18	1	2	17	17	0	100%	94%		
20107405	Acela Overhaul	4	1	0	4	1	(3)	25%	25%		
CAPITAL	TOTAL HIGH SPEED RAIL	4	1	0	4	1	(3)	25%	25%		
CAPITAL	TOTAL CMO	359	31	34	333	304	(29)	91%	85%		
	LCPM (events - not units):										
20097421	P-42 Locomotive Paint (Beech Grove)	18	1	1	16	20	4	125%	111%	124	124 shipped 8-8-12; LCPM alternator change on 505 (P-32)
20097421	F-59 Locomotive Paint (Beech Grove)	6	1	0	6	0	(6)	0%	0%		Will not complete due to scope & project changes
20097421	COT&S (Chicago)	41	2	0	38	37	(1)	97%	90%		WIP
20097421	Air Compressor (Chicago)	33	3	3	31	30	(1)	97%	91%	97, 166, 103	
20097421	Air Dryer (Chicago)	57	5	4	52	47	(5)	90%	82%	98, 131, 163, 16	Adjusting Production Schedule.
20097421	Engine Change (Chicago)	28	2	4	26	26	0	100%	93%	205, 45, 47, 92	

**CHIEF MECHANICAL OFFICER
FY12 PRODUCTION REPORT**

PROJECT #	PROJECT NAME	FY12 Plan	Plan AUG	Actuals AUG	Plan YTD through AUG	Actuals YTD through AUG	Variance Actuals YTD to Plan YTD	% Variance Actuals YTD to Plan YTD	% YTD Actuals to FY12 Plan	Units Completed - August	August Comments
20097421	Master Controller (Chicago)	28	2	0	26	0	(26)	0%	0%		Adjusting Production Schedule.
20097421	5 Year Truck (Chicago)	46	2	0	43	38	(5)	88%	83%		
20097421	HVAC (Chicago)	41	2	1	38	38	0	100%	93%	96	
20097421	Injectors (Chicago)	89	7	0	85	23	(62)	27%	26%		On Hold
20097421	Radiator Fans (Chicago)	23	5	3	21	15	(6)	71%	65%	98, 16, 103	
20097421	Radiator Hatch (Chicago)	32	3	2	30	28	(2)	93%	88%	166, 103	WIP
20097421	COT&S (Albany)	4	1	1	4	3	(1)	75%	75%	710	WIP
20097421	Air Compressor (Albany)	4	0	0	4	6	2	150%	150%		
20097421	Engine Change (Albany)	5	0	0	5	7	2	140%	140%		
20097421	10 Year Truck (Albany)	4	1	0	4	3	(1)	75%	75%		
20097421	Injectors (Albany)	9	1	1	8	3	(5)	38%	33%	711	On Hold
20097421	Radiator Hatch (Albany)	4	0	0	4	3	(1)	75%	75%		WIP
20097421	HEP (West)	5	0	0	5	6	1	120%	120%		
20097421	Injector (West)	3	0	0	3	5	2	167%	167%		
20097421	Water Pump (West)	7	1	0	7	6	(1)	86%	86%		WIP
20097421	Starter Motor (West)	6	1	0	6	5	(1)	83%	83%		WIP
20097421	COT&S (West)	4	1	0	4	3	(1)	75%	75%		WIP
20097421	Traction Motors (West)	3	0	0	1	0	(1)	0%	0%		Adjusting Production Schedule.
20097421	5 Year Truck (West)	6	1	0	6	1	(5)	17%	17%		Adjusting Production Schedule.
20097421	HVAC (West)	10	1	0	10	4	(6)	40%	40%		Adjusting Production Schedule.
20097421	Main Engine (West)	3	1	0	3	1	(2)	33%	33%		Adjusting Production Schedule.
20097421	AR15/DA6 (West)	3	1	0	3	1	(2)	33%	33%		Adjusting Production Schedule.
20097421	Air Compressor (West)	5	0	0	5	2	(3)	40%	40%		Adjusting Production Schedule.
20097421	Aux Generator (West)	3	1	0	3	2	(1)	67%	67%		
20097421	Cab Shock Mt (West)	3	1	0	3	0	(3)	0%	0%		Adjusting Production Schedule.
20097421	Equipment Rack (West)	3	1	0	3	0	(3)	0%	0%		Adjusting Production Schedule.
PROJECT	TOTAL LCPM	536	48	20	503	364	(139)	72%	68%		

Engineering Department
FY12 Major Production Summary thru August 2012

	FY12
Operation	Actual
System Total	
Surfacing (pass miles)	496.7
Wood Ties (each)	30,306
TLMs -Ties (each)	40,734
Holland Welder-(TLMs+RCO+rail gang) (each)	630
Field Welding -Division & Production (each)	1,404
Undercutting (track miles)	0.0
SES Track Panels Installed (feet)	4,124
Turnouts - SES (each)	13
Turnouts - DIVs (each)	3
Turnouts - Sys Prod (each)	4
Rail - (TLMs+HBG+Sys+CENTRAL Rail Gangs) (track miles)	7.4
Curve Patch Rail Divs (Track Miles)	0.00
Rail Train-Pick Up (track miles)	0.2
Rail Train- Unload (track miles)	24.0
Slot Machine (miles) - NED+MAD+HBG	0.00
Vac Trains MAD-NED NYD TLS (miles)	19.38
Badger Ditcher (Pass miles)	0.0
Shoulder Cleaner (track miles)	15.8
Rail Grinding (pass miles)	490.1
Switch Grinding (pass miles)	0.0
Switch Grinding (each)	0
Bridge Decks Retimbered (each)	5
Bridge Ties (each)	320
Bridge Converted to Ballast Deck (each)	4
Bridge Converted to Ballast Deck (track feet)	134
Electric Catenary Hardware Renewed (miles)	10.8
ET Transformers (each)	1
ET Breakers (each)	5
Signal Cable Replaced (miles)	11.1
Concrete System Tie Gang Central+NED+NYD+MAD+SES (each)	7,243
Vac Train 3165 (miles) NY Tunnels	12.4
NY Tunnels Install New Track Panels (miles)	2.1

**ACTUAL ANALYSIS
TO
PRIOR YEAR**

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Statements of Operations

(In Thousands of Dollars)

Preliminary Subject to Audit	Ten Months Ended August 31,				
	2012	2011	fav / (unfav)		
Revenues:					
Passenger related	\$ 2,085,916	\$ 1,966,096	119,820	6.1%	/a
Commuter	130,611	154,503	(23,892)	-15.5%	/b
State capital payments	29,904	28,264	1,640	5.8%	/c
Other	398,643	326,755	71,888	22.0%	/d
Total revenues	2,645,074	2,475,618	169,456	6.8%	
Expenses:					
Salaries, wages, and benefits	1,869,670	1,777,673	(91,997)	-5.2%	/e
Train operations	219,385	230,563	11,178	4.8%	/f
Fuel, power, and utilities	324,853	301,775	(23,078)	-7.6%	/g
Materials	194,915	207,996	13,081	6.3%	/h
Facility, communication, and office related	158,812	170,767	11,955	7.0%	/i
Advertising and sales	70,477	99,256	28,779	29.0%	/j
Casualty and other claims	67,049	68,436	1,387	2.0%	/k
Depreciation, net of amortization	607,466	543,423	(64,043)	-11.8%	/l
Other	296,195	339,707	43,512	12.8%	/m
Indirect cost capitalized to property and equipment	(95,654)	(123,263)	(27,609)	-22.4%	/n
Total expenses	3,713,168	3,616,333	(96,835)	-2.7%	
Net loss from continuing operations before					
other (income) and expense	1,068,094	1,140,715	72,621	6.4%	
Other (Income) and Expense:					
Interest income	(5,939)	(5,831)	108	1.9%	
Interest expense	77,312	93,697	16,385	17.5%	
Loss on early extinguishment of debt	2,559	-	(2,559)	0.0%	
Other expense, net	73,932	87,866	13,934	15.9%	/o
Net loss	\$ 1,142,026	\$ 1,228,581	86,555	7.0%	

Unaudited Consolidated Financial Statements are Subject to Change

August 2012 YTD Consolidated Statement of Operations - Variance Explanations

Revenues:

- /a Passenger related revenues were favorable to prior year by \$119.8M primarily due to increased ridership and favorable economic conditions versus the same period last year. Ticket revenues for the Northeast Corridor are up 6%, State/Corridor trains are up 7% and Long Distance trains are up 7%.
- /b Commuter revenues were unfavorable by \$23.9M primarily due to the expiration of the Caltrans contract.
- /c State Capital Payments were favorable by \$1.6M primarily due to increased contributions from state partners.
- /d Other revenues were favorable by \$71.9M primarily due to revenues received from the Connecticut Easement Agreement as well as increased cost sharing and freight access fees.

Expenses:

- /e Salaries, wages and benefits were unfavorable by \$92.0M primarily due to non-recurring VSIP payments, merit payments and associated benefit expenses as well as contractual wage increases and increased benefit costs.
- /f Train Operations were favorable by \$11.2M primarily due to a one-time settlement benefit with CSX for host railroad fees partially offset by increased motor coach services and crew layover expenses.
- /g Fuel, Power and Utilities were unfavorable by \$23.1M primarily due to higher fuel costs partially offset by decreased electricity usage due to milder winter weather.
- /h Materials were favorable by \$13.1M primarily due to changes in the material reserve.
- /i Facility, communication and office related were favorable by \$12.0M primarily due reduced discretionary spending on building maintenance, office supplies, personal computers and other office equipment.
- /j Advertising and sales were favorable by \$28.8M primarily due to the reduction and timing of planned advertising programs.
- /k Casualty and other claims were favorable by \$1.4M primarily due to reduced investigation and surveillance costs.
- /l Depreciation, net of amortization was unfavorable by \$64.0M, primarily due to an increase in the depreciable fixed asset base.

August 2012 YTD Consolidated Statement of Operations - Variance Explanations (cont.)

- /m Other expenses were favorable by \$43.5 primarily due to reduced uncapitalizable project expenses resulting from the expiration of ARRA funding and the SAM project partially offset by increased IT outsourced services.
- /n Indirect cost capitalized to P&E were unfavorable by \$27.6M primarily due to lower capital spend.
- /o Net Interest expense decreased \$13.9M as the result of reduced interest expense due to lower outstanding balances partially offset by financing charges resulting from the cancellation of long-term leases.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Statements of Cash Flows

(In Thousands of Dollars)

	Eleven Months Ended August 31,	
	2012	2011
Cash Flows From Operating Activities:		
Net loss	\$ (1,142,026)	\$ (1,228,581)
Adjustments to reconcile net loss to net cash used in operating activities:		
Depreciation, net of amortization	607,466	543,423
Loss/Gain on disposals of property and equipment.....	1,800	(843)
Loss on extinguishment of debt	3,771	-
Other	(8,025)	8,231
Changes in assets and liabilities:		
Accounts receivable	26,569	(40,311)
Materials and supplies	(4,841)	(1,200)
Prepaid expenses	(8,189)	(2,742)
Other current assets	12,843	(10,104)
Other assets, deposits, and deferred charges	32,781	(9,525)
Accounts payable, deferred ticket revenue, accrued expenses and other current liabilities.....	(201,776)	(68,794)
Deferred state capital payments	(29,904)	(28,265)
Other liabilities and deferred credits	96,561	61,506
Net cash used in operating activities	<u>(612,970)</u>	<u>(777,205)</u>
Cash Flows From Investing Activities:		
Purchases and refurbishments of property and equipment	(859,871)	(1,335,240)
Change in restricted cash and cash equivalents	49,098	313,178
Proceeds from disposals of property and equipment	4,325	5,547
Net cash used in investing activities	<u>(806,448)</u>	<u>(1,016,515)</u>
Cash Flows From Financing Activities:		
Proceeds from federal paid-in capital	1,705,788	1,855,818
Proceeds from federal and state capital payments	83,120	50,931
Purchase of noncontrolling interest.....	(440)	-
Repayments of debt and capital lease obligations	(467,515)	(181,667)
Proceeds from issuance of debt.....	160,585	65,226
Change in cash overdraft.....	-	(39)
Debt issuance costs.....	(703)	-
Debt extinguishment costs.....	(1,074)	-
Net cash provided by financing activities	<u>1,479,761</u>	<u>1,790,269</u>
Net change in cash and cash equivalents	60,343	(3,451)
Beginning balance of cash and cash equivalents.....	126,779	205,057
Ending balance of cash and cash equivalents.....	<u>\$ 187,122</u>	<u>\$ 201,606</u>
Supplemental Disclosure of Cash Payments		
Interest paid, net of amount capitalized.....	\$ 81,393	\$ 95,798
Supplemental Disclosure of Noncash Investing and Financing Activities		
Debt and capital lease reduction through use of escrow deposits/notes receivable.....	\$ 1,047	\$ -
New equipment purchases under capital lease obligations.....	\$ 394	\$ 952
Other non-cash changes in property, includes		
accruals of amounts due for purchases.....	\$ 30,322	\$ 38,476
Capital lease obligations reduced through forgiveness of debt.....	\$ -	1,055

Unaudited Consolidated Financial Statements are Subject to Change

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Balance Sheets

(In Thousands of Dollars, Except Share Data)

	(Unaudited) August 31,	(Audited) September 30,		
	2012	2011	\$ Change	% Change
ASSETS				
Current Assets:				
Cash and cash equivalents	\$ 187,122	\$ 126,779	60,343	47.6% /a
Restricted cash and cash equivalents.....	8,149	57,247	(49,098)	(85.8%) /a
Accounts receivable, net of allowances of \$10,054 and \$8,556 at August 31, 2012 and September 30, 2011, respectively.....	144,413	172,450	(28,037)	(16.3%) /b
Materials and supplies, net of allowances of \$59,141 and \$58,292 at August 31, 2012 and September 30, 2011, respectively.....	228,617	213,575	15,042	7.0% /c
Prepaid expenses.....	21,934	13,746	8,188	59.6% /d
Other current assets	19,989	32,832	(12,843)	(39.1%) /e
Total current assets	610,224	616,629	(6,405)	(1.0%)
Property and Equipment:				
Locomotives	1,469,076	1,447,556	21,520	1.5%
Passenger cars and other rolling stock	2,682,612	2,572,583	110,029	4.3%
Right-of-way and other properties	10,405,849	9,971,446	434,403	4.4%
Construction in progress.....	1,387,544	1,367,223	20,321	1.5%
Leasehold improvements	400,695	374,740	25,955	6.9%
Property and equipment, gross	16,345,776	15,733,548	612,228	3.9%
Less - Accumulated depreciation and amortization	(6,029,667)	(5,633,117)	(396,550)	7.0%
Total property and equipment, net	10,316,109	10,100,431	215,678	2.1% /f
Other Assets, Deposits, and Deferred Charges:				
Notes receivable on sale-leasebacks	51,693	50,012	1,681	3.4% /g
Deferred charges, deposits, and other	266,896	304,304	(37,408)	(12.3%) /h
Total other assets, deposits, and deferred charges	318,589	354,316	(35,727)	(10.1%)
Total assets	\$ 11,244,922	\$ 11,071,376	173,546	1.6%
LIABILITIES and CAPITALIZATION				
Current Liabilities:				
Accounts payable	\$ 193,340	\$ 425,429	(232,089)	(54.6%) /i
Accrued expenses and other current liabilities	497,866	508,189	(10,323)	(2.0%) /j
Deferred ticket revenue	116,284	107,952	8,332	7.7% /k
Current maturities of long-term debt and capital lease obligations	154,644	191,449	(36,805)	(19.2%) /l
Total current liabilities	962,134	1,233,019	(270,885)	(22.0%)
Long-Term Debt and Capital Lease Obligations:				
Capital lease obligations	1,067,327	1,374,090	(306,763)	(22.3%) /m
Mortgages	139,605	160,500	(20,895)	(13.0%) /n
Equipment and other debt	45,218	51,691	(6,473)	(12.5%) /o
Railroad rehabilitation and improvement financing loan	130,232	65,681	64,551	98.3% /p
Total long-term debt and capital lease obligations	1,382,382	1,651,962	(269,580)	(16.3%)
Other Liabilities and Deferred Credits:				
Deferred state capital payments	943,286	890,070	53,216	6.0% /q
Casualty reserves	159,147	146,010	13,137	9.0% /r
Deferred gain on sale-leasebacks	54,086	57,827	(3,741)	(6.5%) /s
Postretirement employee benefits obligation	1,250,811	1,170,909	79,902	6.8% /t
Environmental reserve	55,855	57,724	(1,869)	(3.2%) /u
Other liabilities.....	64,410	54,806	9,604	17.5% /v
Total other liabilities and deferred credits	2,527,595	2,377,346	150,249	6.3%
Total liabilities	4,872,111	5,262,327	(390,216)	(7.4%)
Commitments and Contingencies				
Capitalization:				
Preferred stock - \$100 par, 109,396,994 shares authorized, issued and outstanding at August 31, 2012 and September 30, 2011.....	10,939,699	10,939,699	-	0.0%
Common stock - \$10 par, 10,000,000 shares authorized, 9,385,694 issued and outstanding at August 31, 2012 and September 30, 2011.....	93,857	93,857	-	0.0%
Debt and other paid-in capital	25,142,330	23,436,542	1,705,788	7.3% /w
Accumulated deficit.....	(29,152,591)	(28,010,565)	(1,142,026)	4.1% /x
Accumulated other comprehensive loss.....	(650,484)	(650,484)	-	0.0%
Total capitalization	6,372,811	5,809,049	563,762	9.7%
Total liabilities and capitalization	\$ 11,244,922	\$ 11,071,376	173,546	1.6%

Unaudited Consolidated Financial Statements are Subject to Change

August 2012 Balance Sheet Variance Explanations:

- /a Cash and cash equivalents increased \$11.2M – reflects the timing of FY11 and FY12 appropriations and grants net of cash used for operations, capital investments and debt service during the period.
- /b Accounts receivable, net decreased \$28.0M – due primarily to decreases in intercompany and commuter agency receivables.
- /c Materials and supplies, net increased \$15.0M – due to inventory purchases and usage in support of capital grant programs.
- /d Prepaid expenses increased \$8.2M – due to an increase in prepaid insurance and software license agreements.
- /e Other current assets decreased \$12.8M – due to a decrease in the value of the fuel hedge, prepaid payroll taxes and miscellaneous 3rd party prepayments.
- /f Property and equipment, net of accumulated depreciation and amortization increased \$215.7M – reflects improvements to property and right of way partially offset by the accumulated depreciation on assets and the disposition of out of service equipment.
- /g Notes receivable on sale-leasebacks increased \$1.7M – reflects increases in defeased deposits related to the replacement or elimination of certain guarantors of the sale-leaseback of Amfleet/Superliner passenger cars.
- /h Deferred charges, deposits and other decreased \$37.4M – due to a decrease in deferred locomotive, environmental and other miscellaneous charges.
- /i Accounts payable decreased \$232.1M – reflects a decrease in general accounts payable for operations and capital grant programs.
- /j Accrued expenses and other current liabilities decreased \$10.3M – reflects the timing of various vacation, payroll, benefits and capital program accruals.
- /k Deferred ticket revenue increased \$8.3M - reflects the change from prior fiscal year end in advance ticket sales.
- /l Current maturities of long-term debt and lease obligations decreased \$36.8M – reflects a decrease in the current portion of capital lease obligations.
- /m Capital lease obligations decreased \$306.8M – reflects a reduction of defeased lease payments on leased locomotives and rolling stock due to their replacement or termination.
- /n Mortgages decreased \$20.9M – reflects principal payments on the Penn Station mortgage.
- /o Equipment and other debt decreased \$6.5M – primarily relates to the purchase of leased P42 locomotives and Superliner cars plus electric locomotives.

August 2012 Balance Sheet Variance Explanations: (continued)

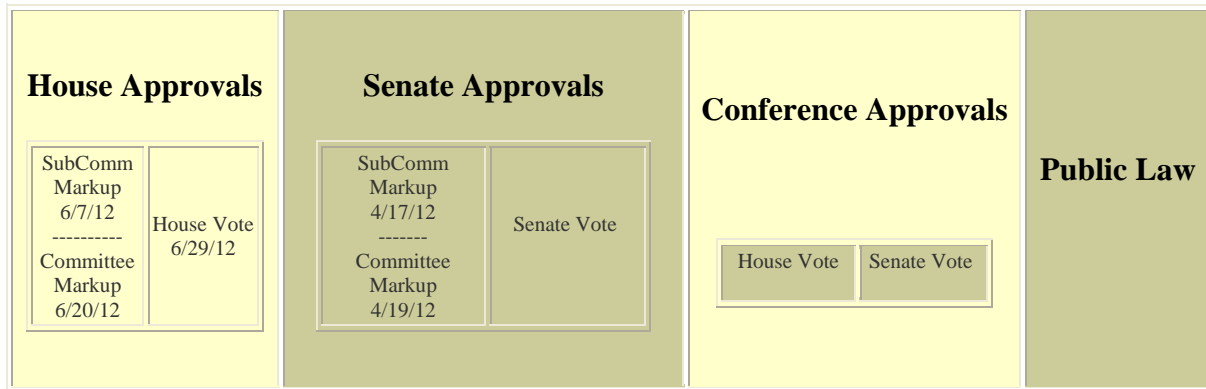
- /p Railroad rehabilitation and improvement financing loan increased \$64.6M – relates to the purchase of new electric locomotives.
- /q Deferred state capital payments increased \$53.2M – due to contributions from New Jersey (NJT), New York (LIRR), and Maryland (MARC) for joint benefit projects less amortization.
- /r Casualty reserves increased \$13.1M – reflects the most recent actuarial analysis and calculation of future reserve levels for employee, passenger and other claims.
- /s Deferred gain on sale-leasebacks decreased \$3.7M – reflects amortization of deferred gain on sale and leaseback transactions for Amfleet and Superliner passenger cars and a reduction for terminated lease transactions.
- /t Postretirement employee benefits obligation increased \$79.9M – reflects the most recent actuarial analysis reflecting the aging of the workforce and projected increases in future healthcare rates - includes the recent labor settlement.
- /u Environmental reserve decreased \$1.9M – reflects a decrease in the estimated liability for environmental clean-up projects.
- /v Other liabilities increased \$9.6M – primarily reflects changes in miscellaneous revenue.
- /w Debt and other paid-in capital increased \$1,705.8M – reflects appropriations and grants received since FY11.
- /x Accumulated deficit increased \$1,142.0M – reflects net losses incurred since FY11.

B

LEGISLATIVE REPORT

Status of FY2013 Transportation Appropriations Bill

Current to July 31, 2012



Background:

- Amtrak submitted its Fiscal 2013 appropriations request on February 3. The request is \$2.167 billion, which includes \$450 million for operations, \$1.445 billion for general capital, \$212 million for debt service, and \$60 million for NEC items (Gateway and Stair-Step programs). The PRIIA authorized total is \$2.233 billion.
- The Obama Administration released its Fiscal 2013 appropriations proposals on February 13. The Administration proposes a restructuring of passenger rail programs within the DOT budget. The previous major accounts (High-Speed Intercity Passenger Rail, Amtrak operations, Amtrak capital) are consolidated into a National High Performance Rail System program. This program is divided into two accounts, Network Development and System Preservation, to be funded from surface transportation funds, rather than general funds. Within the System Preservation account, there is \$1.546 for Amtrak (operations \$631 million, general capital \$652 million, ADA capital \$50 million, debt service \$213 million). Another \$1 billion is proposed for Network Development (as individual grants). An “Immediate Transportation Investments” category would provide during Fiscal 2012 \$4 billion for Network Development and \$2 billion for System Preservation (essentially for Amtrak state of good repair items).
- The Senate Appropriations Committee on April 19 approved S.2322, Fiscal 2013 Transportation, Housing and Urban Development appropriations. It includes \$1.450 billion for Amtrak, of which \$400 million is for operations and \$1.050 billion for capital. Of the capital amount, \$20 million is for the Northeast Corridor Gateway program and up to \$271 million is available for debt service. The bill also provides \$19 million for Amtrak Office of Inspector General. The bill provides \$100 million for “high-performance” passenger rail service.
- The House Appropriations Committee on June 20 approved H.R.5972, Fiscal 2013 Transportation, Housing and Urban Development appropriations. It includes \$1.802 billion for Amtrak, of which \$350 million is for operations, \$952 million for capital, and \$500 million for state-of-good repair infrastructure projects on segments owned by Amtrak or states. Of the capital amount, \$50 million is for the ADA program and up to \$271 million is available for debt service. Of the state-of-good repair funds, \$80 million can go to Amtrak operations with DOT approval. The bill also provides \$25 million for Amtrak Office of Inspector General.
- [no activity during July or August]

Summary and Status of Legislation Impacting Amtrak - 112th Congress

Bill Number	Title/Sponsor	Co-Sponsors	Summary	Legislative Action to Date
H.R.30	Taking Responsible Action for Community Safety Act Rep. Judy Biggert (R-IL)	2	Requires the Surface Transportation Board to hold public hearings on proposed rail company mergers that, among other things, will consider the impact of a merger on intercity and commuter passenger rail service.	<u>1/5/2011</u> Referred to Committee on Transportation and Infrastructure.
H.Res.28	Enhanced security of surface transportation by the Transportation Security Administration Rep. Sheila Jackson Lee (D-TX)	0	Expressing the sense of the House of Representatives that the Transportation Security Administration should, in accordance with existing law, enhance security against terrorist attack and other security threats to our Nation's rail and mass transit systems and other modes of surface transportation	<u>1/7/2011</u> Referred to Committee on Homeland Security.
H.R.304	To amend the limitation on liability for certain passenger rail accidents Rep. Elton Gallegly (R-CA)	3	Retroactively lifts the liability cap for passenger rail accidents caused by gross negligence or willful misconduct from \$200 million to \$275 million.	<u>1/18/2011</u> Referred to Committee on Transportation and Infrastructure and Committee on Judiciary.
H.Res.38	Reducing Fiscal 2011 non-security spending to 2008 levels or less Rep. David Dreier (R-CA)	0	Reducing non-security spending to fiscal year 2008 levels or less.	<u>1/18/2011</u> Introduced in the House. <u>1/19/2011</u> Amended and reported by Committee on Rules (House Report 112-3). <u>1/18/2011</u> Approved by House, 256-165.
H.R.408	Spending Reduction Act of 2011 Rep. Jim Jordan (R-OH)	32	At Section 501, prohibits funding for Amtrak or other intercity passenger rail programs.	<u>1/24/2011</u> Referred to 14 House Committees.
S.178	Spending Reduction Act of 2011 Sen. Jim DeMint (R-SC)	0	At Section 501, prohibits funding for Amtrak or other intercity passenger rail programs.	<u>1/25/2011</u> Referred to Committee on Finance.
S.223	FAA Air Transportation Modernization and Safety Improvement Act Sen. John D. Rockefeller, IV (D-WV)	0	At Section 725, requires the Government Accountability Office to perform a study of airline and rail codeshare arrangements. House version is H.R.658.	<u>1/27/2011</u> Introduced in the Senate. <u>2/17/2011</u> Approved by Senate, 87-8. See H.R.658 (below) for further notes.
H.R.613	Airports, Highways, High-Speed Rail, Trains, and Transit: Make it in America Act Rep. John Garamendi (D-CA)	13	To strengthen Buy America requirements applicable to airports, highways, high-speed rail, trains, and transit, and for other purposes.	<u>2/10/2011</u> Referred to Committee on Transportation and Infrastructure.
H.R.1 (House)	Full-Year Continuing Appropriations Act, 2011 Rep. Harold Rogers (R-KY)	0	Making continuing appropriations for fiscal year 2011, from the expiration of P.L. 111-322 on March 4, 2011 through September 30, 2011. Amtrak would receive \$1.413 billion, down from \$1.565 billion in FY10.	<u>2/11/2011</u> Introduced in the House. <u>2/19/2011</u> Approved by House, 235-189. See H.R.1473 for further notes.
H.J.Res.44	Further Continuing Appropriations Amendments, 2011 Rep. Harold Rogers (R-KY)	0	Making continuing appropriations for fiscal year 2011, including for Amtrak, from the expiration of P.L. 111-322 on March 4, 2011 through March 18, 2011.	<u>2/28/2011</u> Introduced in the House. <u>3/1/2011</u> Approved by House, 335-91. <u>3/2/2011</u> Approved by Senate, 91-9. <u>3/2/2011</u> Enacted as P.L.112-4.
H.R.1 (Senate)	Full-Year Continuing Appropriations Act, 2011 Sen. Daniel Inouye (D-HI)	0	Making continuing appropriations for fiscal year 2011, through September 30, 2011. The Senate considered (under unanimous consent requiring 60 votes) on March 9 the House version with \$1.413 billion and a Senate substitute with \$1.565 billion.	<u>3/9/2011</u> House version considered by Senate under unanimous consent and rejected, 44-56. <u>3/9/2011</u> Inouye substitute considered by Senate under unanimous consent and rejected, 42-58. See H.R.1473 for further notes.
H.J.Res.48	Additional Continuing Appropriations Amendments, 2011 Rep. Harold Rogers (R-KY)	0	Making continuing appropriations for fiscal year 2011, including for Amtrak, from the expiration of P.L. 112-4 on March 18, 2011 through April 8, 2011.	<u>3/11/2011</u> Referred to Committee on Appropriations. <u>3/15/2011</u> Approved by House, 271-158. <u>3/17/2011</u> Approved by Senate, 87-13. <u>3/18/2011</u> Enacted as P.L.112-6.

Summary and Status of Legislation Impacting Amtrak - 112th Congress

H.R.658	FAA Air Transportation Modernization and Safety Improvement Act Rep. John L. Mica (R-FL)	24	At Section 810, requires the Government Accountability Office to perform a study of airline and rail codeshare arrangements (language retained in enacted version). Senate version is S.223.	<u>2/11/2011</u> Introduced in the House. <u>4/1/2011</u> Approved by House, 223-196. <u>2/1/2012</u> Conference report H.Rept.112-381 filed <u>2/3/2012</u> Conference version approved by House <u>2/6/2012</u> Conference version approved by Senate <u>2/14/2012</u> Enacted as P.L.112-095
H.R.1363	Further Continuing Appropriations Amendments, 2011 Rep. Harold Rogers (R-KY)	0	Making continuing appropriations for fiscal year 2011, including for Amtrak, from the expiration of P.L. 112-6 on April 8, 2011 through April 15, 2011.	<u>4/7/2011</u> Approved by House, 247-181. <u>4/8/2011</u> Approved by Senate, by voice vote. <u>4/9/2011</u> Conference version approved by House, 348-70. <u>4/9/2011</u> Enacted as P.L.112-8.
H.R.1473	Full-Year Continuing Appropriations Amendments, 2011 Rep. Harold Rogers (R-KY)	0	Making continuing appropriations for fiscal year 2011, including for Amtrak (at a level of \$1.484 billion), from the expiration of P.L. 112-8 on April 15, 2011 through September 30, 2011.	<u>4/14/2011</u> Approved by House, 260-167. <u>4/14/2011</u> Approved by Senate, 81-19. <u>4/16/2011</u> Enacted as P.L.112-10.
H.R.1861	Infrastructure Jobs and Energy Independence Act Rep. Tim Murphy (R-PA)	20	To enhance America's path toward energy independence and economic and national security, to conserve energy use grants. Uses offshore petroleum lease proceeds for a variety of purposes, including an Infrastructure Renewal Reserve that includes funding for passenger and freight rail construction and repair.	<u>5/12/2011</u> Referred to several House committees
S.1230	Protecting Taxpayers in Transportation Asset Transfers Act of 2011 Sen. Richard Durbin (D-IL)	0	Attaches a federal lien on all transportation projects that are subject to state or local privatization proposals, when they have received \$25 million or more in federal funds and have a value of more than \$500 million.	<u>6/16/2011</u> Referred to the Senate Committee on Commerce, Science and Transportation.
H.R.XXXX	Competition for Intercity Passenger Rail in America Act of 2011 Rep. John Mica (R-FL)	0	Requires Amtrak to redeem common stock; transfers Northeast Corridor assets away from Amtrak; creates commissions to solicit bids to operate NEC services, build NEC high-speed rail infrastructure, and operate short-distance routes; requires US DOT to solicit bids for long-distance operations.	<u>6/15/2011</u> Draft bill (discussion draft) released but bill never introduced.
H.R.2350	Protecting Taxpayers in Transportation Asset Transfers Act of 2011 Rep. Peter DeFazio (D-OR)	3	Attaches a federal lien on all transportation projects that are subject to state or local privatization proposals, when they have received \$25 million or more in federal funds and have a value of more than \$500 million.	<u>6/24/2011</u> Referred to House Committees on Transportation and Infrastructure and Budget
S.1352	Amending SAFETEA Sen. Kristin Gillibrand (D-NY)	1	Amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to include freight and passenger rail among eligible uses of funding under the coordinated border infrastructure program and to reauthorize that program.	<u>7/13/2011</u> Referred to Senate Committee on Environment and Public Works.
H.R.2354	Energy and Water Appropriations, Fiscal 2012 Rep. Rodney P. Frelinghuysen (R-NJ)	0	Making appropriations for energy and water development and related agencies for the fiscal year ending September 30, 2012. Title V rescinds unobligated HSIPR funds and dedicates them to flood relief.	<u>7/15/2011</u> Approved by House, 219-196.
S.1436	Transportation and Regional Infrastructure Project Bonds Act of 2011 Sen. Ron Wyden (D-OR)	2	Provides \$50 billion in new transportation bonding for infrastructure projects, including rail	<u>7/28/2011</u> Referred to Senate Committee on Commerce, Science, and Transportation.
H.R.2811	Rescind all unobligated ARRA passenger rail funds Rep. Austin Scott (R-GA)	0	Rescinds any unobligated ARRA funds in the High Speed Intercity Passenger Rail program	<u>8/5/2011</u> Referred to House Committee on Appropriations

C

**ROUTE PERFORMANCE
REPORT**

National Railroad Passenger Corporation (Amtrak)
Financial Performance of Routes - Fully allocated overhead, excluding Depreciation and Interest (see notes below)
August 2012 YTD

Route Performance Results Exclude Depreciation and Interest.
 All numbers are in \$ millions except Passenger Mile and Seat Mile Calculations.

Northeast Corridor Trains		Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT01	Acela	\$477.4	\$265.0	\$212.4	\$6.4	\$205.9	n/a	\$205.9	34.7	21.6
RT05	Northeast Regional	\$505.8	\$403.5	\$102.3	\$8.2	\$94.1	n/a	\$94.1	8.3	4.0
RT99	NEC Special Trains	\$4.6	\$1.8	\$2.8	\$0.0	\$2.8	n/a	\$2.8	162.0	29.1
Total		\$987.8	\$670.3	\$317.5	\$14.7	\$302.8	n/a	\$302.8	17.5	9.1

State Supported and Other Short Distance Corridor Trains		Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT03	Ethan Allen Express	\$4.8	\$4.6	\$0.2	\$0.1	\$0.1	n/a	\$0.1	0.8	0.3
RT04	Vermont	\$7.3	\$9.7	(\$2.4)	\$0.2	(\$2.6)	n/a	(\$2.6)	(11.7)	(5.0)
RT07	Maple Leaf	\$24.3	\$25.7	(\$1.4)	\$0.6	(\$2.0)	n/a	(\$2.0)	(1.7)	(0.9)
RT09	The Downeaster	\$11.1	\$13.4	(\$2.3)	\$0.3	(\$2.7)	n/a	(\$2.7)	(6.6)	(2.5)
RT12	New Haven - Springfield	\$11.2	\$21.2	(\$10.0)	\$0.4	(\$10.4)	n/a	(\$10.4)	(32.5)	(16.2)
RT14	Keystone Service	\$38.6	\$41.2	(\$2.6)	\$0.8	(\$3.4)	n/a	(\$3.4)	(3.0)	(1.2)
RT15	Empire Service	\$41.3	\$58.0	(\$16.7)	\$1.3	(\$17.9)	n/a	(\$17.9)	(15.0)	(5.0)
RT20	Chicago-St.Louis	\$22.0	\$35.1	(\$13.1)	\$0.8	(\$13.9)	n/a	(\$13.9)	(15.0)	(7.2)
RT21	Hiawathas	\$21.8	\$23.6	(\$1.8)	\$0.6	(\$2.4)	n/a	(\$2.4)	(3.8)	(1.5)
RT22	Wolverines	\$17.6	\$34.5	(\$16.9)	\$0.8	(\$17.7)	n/a	(\$17.7)	(18.9)	(9.6)
RT23	Illini	\$14.6	\$19.2	(\$4.6)	\$0.4	(\$5.0)	n/a	(\$5.0)	(9.0)	(3.9)
RT24	Illinois Zephyr	\$13.4	\$15.6	(\$2.1)	\$0.4	(\$2.5)	n/a	(\$2.5)	(7.0)	(2.8)
RT29	Heartland Flyer	\$5.0	\$8.5	(\$3.5)	\$0.2	(\$3.7)	n/a	(\$3.7)	(25.6)	(11.8)
RT35	Pacific Surfliner	\$84.0	\$106.2	(\$22.2)	\$2.4	(\$24.6)	n/a	(\$24.6)	(12.0)	(3.7)
RT36	Cascades	\$50.1	\$61.4	(\$11.2)	\$1.3	(\$12.6)	n/a	(\$12.6)	(10.4)	(5.6)
RT37	Capitol	\$54.5	\$66.9	(\$12.4)	\$1.5	(\$13.9)	n/a	(\$13.9)	(13.5)	(3.9)
RT39	San Joaquins	\$65.3	\$77.1	(\$11.8)	\$1.4	(\$13.3)	n/a	(\$13.3)	(8.6)	(3.4)
RT40	Adirondack	\$9.3	\$11.4	(\$2.1)	\$0.3	(\$2.4)	n/a	(\$2.4)	(6.4)	(5.2)
RT41	Blue Water	\$11.1	\$13.7	(\$2.6)	\$0.3	(\$2.9)	n/a	(\$2.9)	(8.0)	(3.8)
RT46	Washington-Lynchburg	\$11.0	\$7.2	\$3.8	\$0.2	\$3.6	n/a	\$3.6	8.8	6.0
RT47	Washington-Newport News	\$33.2	\$28.3	\$4.8	\$0.6	\$4.2	n/a	\$4.2	3.5	2.1
RT54	Hoosier State	\$0.8	\$4.7	(\$3.9)	\$0.1	(\$4.0)	n/a	(\$4.0)	(76.5)	(36.3)
RT56	Kansas City-St.Louis	\$12.9	\$14.0	(\$1.1)	\$0.3	(\$1.4)	n/a	(\$1.4)	(4.1)	(2.1)
RT57	Pennsylvanian	\$9.2	\$14.0	(\$4.8)	\$0.3	(\$5.1)	n/a	(\$5.1)	(11.5)	(6.9)
RT65	Pere Marquette	\$5.4	\$5.3	\$0.1	\$0.1	\$0.0	n/a	\$0.0	0.1	0.1
RT66	Carolinian	\$19.8	\$18.3	\$1.5	\$0.4	\$1.1	n/a	\$1.1	1.2	1.0
RT67	Piedmont	\$5.8	\$6.3	(\$0.5)	\$0.2	(\$0.7)	n/a	(\$0.7)	(4.0)	(1.9)
RT96	Non NEC Special Trains	\$2.8	\$1.8	\$1.0	\$0.0	\$1.0	n/a	\$1.0	13.4	13.9
Total		\$608.3	\$747.0	(\$138.8)	\$16.4	(\$155.1)	n/a	(\$155.1)	(8.5)	(3.7)

Long Distance Trains		Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT16	Silver Star	\$36.3	\$74.6	(\$38.3)	\$1.7	(\$40.0)	n/a	(\$40.0)	(19.5)	(13.0)
RT18	Cardinal	\$7.7	\$22.8	(\$15.0)	\$0.5	(\$15.5)	n/a	(\$15.5)	(35.0)	(20.2)
RT19	Silver Meteor	\$39.9	\$72.0	(\$32.1)	\$1.6	(\$33.7)	n/a	(\$33.7)	(15.6)	(10.2)
RT25	Empire Builder	\$65.4	\$117.3	(\$52.0)	\$2.8	(\$54.7)	n/a	(\$54.7)	(15.1)	(9.2)
RT26	Capitol Limited	\$20.7	\$41.7	(\$21.1)	\$0.9	(\$22.0)	n/a	(\$22.0)	(21.2)	(14.5)
RT27	California Zephyr	\$48.1	\$111.2	(\$63.0)	\$2.6	(\$65.7)	n/a	(\$65.7)	(23.1)	(13.6)
RT28	Southwest Chief	\$44.3	\$104.0	(\$59.7)	\$2.4	(\$62.1)	n/a	(\$62.1)	(21.3)	(14.0)
RT30	City of New Orleans	\$20.7	\$38.8	(\$18.1)	\$0.9	(\$19.0)	n/a	(\$19.0)	(16.9)	(11.8)
RT32	Texas Eagle	\$26.4	\$56.7	(\$30.2)	\$1.4	(\$31.6)	n/a	(\$31.6)	(18.5)	(13.3)
RT33	Sunset Limited	\$12.1	\$49.2	(\$37.1)	\$1.1	(\$38.2)	n/a	(\$38.2)	(48.8)	(25.2)
RT34	Coast Starlight	\$41.3	\$90.0	(\$48.7)	\$2.0	(\$50.8)	n/a	(\$50.8)	(24.9)	(15.2)
RT45	Lake Shore Limited	\$32.3	\$59.8	(\$27.5)	\$1.4	(\$29.0)	n/a	(\$29.0)	(15.3)	(9.7)
RT48	Palmetto	\$17.1	\$26.1	(\$8.9)	\$0.6	(\$9.5)	n/a	(\$9.5)	(11.8)	(5.7)
RT52	Crescent	\$32.4	\$68.1	(\$35.6)	\$1.5	(\$37.2)	n/a	(\$37.2)	(24.6)	(13.7)
RT63	Auto Train	\$70.1	\$98.2	(\$28.2)	\$2.3	(\$30.5)	n/a	(\$30.5)	(14.3)	(10.1)
Total		\$514.8	\$1,030.4	(\$515.6)	\$23.9	(\$539.5)	n/a	(\$539.5)	(19.9)	(12.5)

Total National Train System	\$2,110.8	\$2,447.7	(\$336.9)	\$54.9	(\$391.8)	n/a	(\$391.8)	(6.2)	(3.3)
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* Under Development - will be included once it is completed.

Reconciling Items between National Train System and Consolidated Statement of Operations

	Revenue	Expense	Net
Total National Train System	\$2,110.8	\$2,502.6	(\$391.8)
Ancillary Customers	\$432.1	\$268.9	\$163.1
Freight and Other Customers	\$72.2	\$334.1	(\$261.9)
Depreciation, net	\$0.0	\$607.5	(\$607.5)
Operating Results	\$2,615.1	\$3,713.1	(\$1,098.0)
Interest Expense, net	\$0.0	\$73.9	(\$73.9)
State Capital Payments	\$29.9	\$0.0	\$29.9
Net Results	\$2,645.0	\$3,787.1	(\$1,142.0)

Notes:

- This report is being produced using the Amtrak Performance Tracking (SAM_APT) system, which drives costs to all customers, including freight and commuter railroads. This report reflects the information as it existed in SAP at the time it was produced. Future changes to SAP data may affect the placement of data within this report. Project (PRJ) related costs are excluded from this fully allocated report because they are paid for with Capital funding.
 - Amtrak does not report depreciation on a route level due to the distortion caused by the sale and leaseback transactions of the late 1990's and early 2000's. Allocating depreciation and interest would unfairly burden routes whose equipment was sold and then leased back. Those transactions caused the value of those assets to increase and therefore their depreciation to increase, which is unrelated to the actual capital cost of that equipment. A synthetic capital charge is under development and will be allocated to routes and included in this report when available.

National Railroad Passenger Corporation (Amtrak)

Financial Performance of Routes - Fully allocated overhead, excluding Depreciation and Interest (see notes below)

August 2011 YTD

Route Performance Results Exclude Depreciation and Interest.

All numbers are in \$ millions except Passenger Mile and Seat Mile Calculations.

Northeast Corridor Trains		Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT01	Acela	\$462.0	\$288.7	\$173.3	\$6.8	\$166.5	n/a	\$166.5	27.8	17.7
RT05	Northeast Regional	\$464.1	\$430.8	\$33.4	\$8.8	\$24.5	n/a	\$24.5	2.3	1.1
RT99	NEC Special Trains	\$0.8	\$1.9	(\$1.1)	\$0.0	(\$1.1)	n/a	(\$1.1)	(127.6)	(22.0)
Total		\$927.0	\$721.4	\$205.6	\$15.7	\$189.9	n/a	\$189.9	11.3	5.9

State Supported and Other Short Distance Corridor Trains		Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT03	Ethan Allen Express	\$3.7	\$5.8	(\$2.1)	\$0.1	(\$2.2)	n/a	(\$2.2)	(24.6)	(10.2)
RT04	Vermont	\$7.1	\$8.9	(\$1.8)	\$0.2	(\$2.0)	n/a	(\$2.0)	(9.8)	(5.2)
RT07	Maple Leaf	\$23.4	\$28.0	(\$4.6)	\$0.6	(\$5.2)	n/a	(\$5.2)	(4.4)	(2.5)
RT09	The Downeaster	\$11.5	\$11.9	(\$0.4)	\$0.3	(\$0.6)	n/a	(\$0.6)	(1.6)	(0.6)
RT12	New Haven - Springfield	\$10.7	\$21.9	(\$11.2)	\$0.5	(\$11.7)	n/a	(\$11.7)	(35.6)	(18.4)
RT14	Keystone Service	\$35.6	\$42.7	(\$7.1)	\$0.8	(\$7.9)	n/a	(\$7.9)	(7.3)	(2.9)
RT15	Empire Service	\$37.6	\$65.4	(\$27.8)	\$1.3	(\$29.2)	n/a	(\$29.2)	(24.8)	(8.6)
RT20	Chicago-St.Louis	\$24.8	\$29.1	(\$4.3)	\$0.6	(\$4.9)	n/a	(\$4.9)	(5.6)	(2.6)
RT21	Hiawathas	\$20.6	\$22.9	(\$2.3)	\$0.5	(\$2.8)	n/a	(\$2.8)	(4.5)	(1.7)
RT22	Wolverines	\$19.0	\$33.2	(\$14.2)	\$0.7	(\$14.9)	n/a	(\$14.9)	(14.5)	(7.5)
RT23	Illini	\$13.8	\$18.1	(\$4.3)	\$0.4	(\$4.7)	n/a	(\$4.7)	(8.4)	(3.2)
RT24	Illinois Zephyr	\$11.5	\$15.3	(\$3.9)	\$0.3	(\$4.2)	n/a	(\$4.2)	(11.9)	(4.7)
RT29	Heartland Flyer	\$5.4	\$7.7	(\$2.3)	\$0.2	(\$2.4)	n/a	(\$2.4)	(17.6)	(7.8)
RT35	Pacific Surfliner	\$79.8	\$101.6	(\$21.8)	\$2.1	(\$23.9)	n/a	(\$23.9)	(10.5)	(3.7)
RT36	Cascades	\$46.1	\$55.3	(\$9.1)	\$1.2	(\$10.4)	n/a	(\$10.4)	(8.2)	(4.7)
RT37	Capitol	\$51.2	\$60.6	(\$9.4)	\$1.3	(\$10.7)	n/a	(\$10.7)	(10.6)	(3.1)
RT39	San Joaquins	\$64.3	\$69.0	(\$4.7)	\$1.3	(\$6.0)	n/a	(\$6.0)	(4.1)	(1.7)
RT40	Adirondack	\$11.2	\$11.9	(\$0.7)	\$0.3	(\$1.0)	n/a	(\$1.0)	(2.7)	(2.2)
RT41	Blue Water	\$10.8	\$12.3	(\$1.6)	\$0.3	(\$1.8)	n/a	(\$1.8)	(5.1)	(2.3)
RT46	Washington-Lynchburg	\$9.3	\$6.1	\$3.3	\$0.1	\$3.1	n/a	\$3.1	8.6	5.6
RT47	Washington-Newport News	\$28.8	\$28.4	\$0.4	\$0.6	(\$0.2)	n/a	(\$0.2)	(0.2)	(0.1)
RT54	Hoosier State	\$0.8	\$4.9	(\$4.0)	\$0.1	(\$4.2)	n/a	(\$4.2)	(75.4)	(35.9)
RT56	Kansas City-St.Louis	\$12.7	\$12.7	(\$0.0)	\$0.3	(\$0.3)	n/a	(\$0.3)	(0.9)	(0.4)
RT57	Pennsylvanian	\$8.8	\$15.3	(\$6.5)	\$0.3	(\$6.8)	n/a	(\$6.8)	(14.8)	(9.3)
RT65	Pere Marquette	\$5.5	\$6.2	(\$0.7)	\$0.1	(\$0.8)	n/a	(\$0.8)	(5.3)	(3.3)
RT66	Carolinian	\$18.7	\$19.6	(\$0.9)	\$0.4	(\$1.3)	n/a	(\$1.3)	(1.5)	(1.2)
RT67	Piedmont	\$4.7	\$6.3	(\$1.5)	\$0.2	(\$1.7)	n/a	(\$1.7)	(11.7)	(5.4)
RT96	Non NEC Special Trains	\$2.7	\$2.0	\$0.7	\$0.0	\$0.6	n/a	\$0.6	6.1	9.3
Total		\$580.2	\$723.0	(\$142.9)	\$15.0	(\$157.9)	n/a	(\$157.9)	(8.6)	(3.8)

Long Distance Trains		Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT16	Silver Star	\$33.7	\$78.0	(\$44.3)	\$1.7	(\$45.9)	n/a	(\$45.9)	(22.6)	(15.0)
RT18	Cardinal	\$7.2	\$23.6	(\$16.4)	\$0.5	(\$16.9)	n/a	(\$16.9)	(40.3)	(23.1)
RT19	Silver Meteor	\$38.9	\$76.9	(\$38.0)	\$1.7	(\$39.7)	n/a	(\$39.7)	(18.2)	(12.2)
RT25	Empire Builder	\$50.9	\$98.7	(\$47.8)	\$2.3	(\$50.1)	n/a	(\$50.1)	(17.1)	(9.7)
RT26	Capitol Limited	\$20.5	\$41.7	(\$21.2)	\$0.9	(\$22.1)	n/a	(\$22.1)	(20.9)	(14.4)
RT27	California Zephyr	\$47.2	\$100.8	(\$53.6)	\$2.4	(\$56.0)	n/a	(\$56.0)	(20.5)	(12.2)
RT28	Southwest Chief	\$43.9	\$99.9	(\$55.9)	\$2.2	(\$58.2)	n/a	(\$58.2)	(19.6)	(13.3)
RT30	City of New Orleans	\$17.5	\$37.0	(\$19.5)	\$0.7	(\$20.2)	n/a	(\$20.2)	(20.1)	(13.1)
RT32	Texas Eagle	\$24.7	\$50.5	(\$25.8)	\$1.1	(\$26.9)	n/a	(\$26.9)	(16.3)	(11.7)
RT33	Sunset Limited	\$11.8	\$46.0	(\$34.3)	\$1.0	(\$35.3)	n/a	(\$35.3)	(44.7)	(23.2)
RT34	Coast Starlight	\$40.3	\$87.9	(\$47.6)	\$1.9	(\$49.6)	n/a	(\$49.6)	(24.6)	(15.1)
RT45	Lake Shore Limited	\$30.5	\$63.2	(\$32.7)	\$1.3	(\$34.0)	n/a	(\$34.0)	(18.1)	(11.7)
RT48	Palmetto	\$16.5	\$31.2	(\$14.6)	\$0.7	(\$15.3)	n/a	(\$15.3)	(18.9)	(9.1)
RT52	Crescent	\$29.9	\$69.3	(\$39.3)	\$1.5	(\$40.8)	n/a	(\$40.8)	(26.1)	(15.3)
RT63	Auto Train	\$65.6	\$88.5	(\$22.8)	\$1.9	(\$24.7)	n/a	(\$24.7)	(11.8)	(8.3)
Total		\$479.3	\$993.1	(\$513.9)	\$21.9	(\$535.7)	n/a	(\$535.7)	(20.5)	(12.9)

Total National Train System	\$1,986.4	\$2,437.5	(\$451.1)	\$52.6	(\$503.7)	n/a	(\$503.7)	(8.2)	(4.4)
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* Under Development - will be included once it is completed.

Reconciling Items between National Train System and Consolidated Statement of Operations

	Revenue	Expense	Net
Total National Train System	\$1,986.4	\$2,490.1	(\$503.7)
Ancillary Customers	\$287.7	\$237.8	\$49.9
Freight and Other Customers	\$173.3	\$345.1	(\$171.8)
Depreciation, net	\$0.0	\$543.4	(\$543.4)
Operating Results	\$2,447.4	\$3,616.3	(\$1,169.0)
Interest Expense, net	\$0.0	\$87.9	(\$87.9)
State Capital Payments	\$28.3	\$0.0	\$28.3
Net Results	\$2,475.6	\$3,704.2	(\$1,228.6)

Notes:

- This report is being produced using the Amtrak Performance Tracking (SAM_APT) system, which drives costs to all customers, including freight and commuter railroads. This report reflects the information as it existed in SAP at the time it was produced. Future changes to SAP data may affect the placement of data within this report. Project (PRJ) related costs are excluded from this fully allocated report because they are paid for with Capital funding.

- Amtrak does not report depreciation on a route level due to the distortion caused by the sale and leaseback transactions of the late 1990's and early 2000's. Allocating depreciation and interest would unfairly burden routes whose equipment was sold and then leased back. Those transactions caused the value of those assets to increase and therefore their depreciation to increase, which is unrelated to the actual capital cost of that equipment. A synthetic capital charge is under development and will be allocated to routes and included in this report when available.

National Railroad Passenger Corporation (Amtrak)

Financial Performance of Routes - Fully allocated overhead, excluding Depreciation and Interest

August 2012 YTD vs. August 2011 YTD Variances

Route Performance Results Exclude Federal Support for Operations, Depreciation, Interest and Capital Charges

All numbers are in \$ millions except Passenger Mile and Seat Mile Calculations.

Northeast Corridor Trains		Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT01	Acela	\$15.4	\$23.7	\$39.0	\$0.4	\$39.5	n/a	\$39.5	6.9	3.9
RT05	Northeast Regional	\$41.7	\$27.3	\$69.0	\$0.6	\$69.6	n/a	\$69.6	6.0	2.9
RT99	NEC Special Trains	\$3.8	\$0.1	\$3.9	\$0.0	\$3.9	n/a	\$3.9	289.6	51.1
Total		\$60.8	\$51.1	\$111.9	\$1.0	\$112.9	n/a	\$112.9	6.1	3.2

State Supported and Other Short Distance Corridor Trains		Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT03	Ethan Allen Express	\$1.1	\$1.1	\$2.2	\$0.0	\$2.2	n/a	\$2.2	25.4	10.6
RT04	Vermont	\$0.3	(\$0.8)	(\$0.5)	(\$0.1)	(\$0.6)	n/a	(\$0.6)	(1.9)	0.1
RT07	Maple Leaf	\$0.9	\$2.3	\$3.2	(\$0.0)	\$3.2	n/a	\$3.2	2.7	1.6
RT09	The Downeaster	(\$0.4)	(\$1.6)	(\$2.0)	(\$0.1)	(\$2.0)	n/a	(\$2.0)	(5.0)	(1.9)
RT12	New Haven - Springfield	\$0.5	\$0.7	\$1.2	\$0.0	\$1.2	n/a	\$1.2	3.1	2.2
RT14	Keystone Service	\$3.0	\$1.4	\$4.4	\$0.1	\$4.5	n/a	\$4.5	4.3	1.7
RT15	Empire Service	\$3.7	\$7.5	\$11.1	\$0.1	\$11.2	n/a	\$11.2	9.8	3.6
RT20	Chicago-St.Louis	(\$2.8)	(\$6.0)	(\$8.8)	(\$0.2)	(\$9.0)	n/a	(\$9.0)	(9.4)	(4.6)
RT21	Hiawathas	\$1.2	(\$0.7)	\$0.5	(\$0.1)	\$0.4	n/a	\$0.4	0.7	0.3
RT22	Wolverines	(\$1.4)	(\$1.3)	(\$2.7)	(\$0.1)	(\$2.8)	n/a	(\$2.8)	(4.5)	(2.2)
RT23	Illini	\$0.8	(\$1.0)	(\$0.3)	(\$0.1)	(\$0.3)	n/a	(\$0.3)	(0.6)	(0.7)
RT24	Illinois Zephyr	\$2.0	(\$0.3)	\$1.7	(\$0.0)	\$1.7	n/a	\$1.7	4.9	1.8
RT29	Heartland Flyer	(\$0.5)	(\$0.8)	(\$1.2)	(\$0.0)	(\$1.3)	n/a	(\$1.3)	(8.0)	(4.0)
RT35	Pacific Surfliner	\$4.2	(\$4.6)	(\$0.5)	(\$0.3)	(\$0.7)	n/a	(\$0.7)	(1.5)	(0.0)
RT36	Cascades	\$4.0	(\$6.1)	(\$2.1)	(\$0.1)	(\$2.2)	n/a	(\$2.2)	(2.2)	(0.8)
RT37	Capitols	\$3.4	(\$6.3)	(\$3.0)	(\$0.2)	(\$3.2)	n/a	(\$3.2)	(2.9)	(0.8)
RT39	San Joaquins	\$1.0	(\$8.1)	(\$7.1)	(\$0.2)	(\$7.3)	n/a	(\$7.3)	(4.6)	(1.7)
RT40	Adirondack	(\$1.9)	\$0.4	(\$1.4)	(\$0.0)	(\$1.4)	n/a	(\$1.4)	(3.8)	(2.9)
RT41	Blue Water	\$0.4	(\$1.4)	(\$1.0)	(\$0.1)	(\$1.1)	n/a	(\$1.1)	(2.9)	(1.5)
RT46	Washington-Lynchburg	\$1.7	(\$1.2)	\$0.5	(\$0.0)	\$0.5	n/a	\$0.5	0.2	0.4
RT47	Washington-Newport News	\$4.4	\$0.1	\$4.4	(\$0.0)	\$4.4	n/a	\$4.4	3.7	2.2
RT54	Hoosier State	\$0.0	\$0.1	\$0.2	(\$0.0)	\$0.1	n/a	\$0.1	(1.1)	(0.5)
RT56	Kansas City-St.Louis	\$0.2	(\$1.3)	(\$1.1)	(\$0.0)	(\$1.1)	n/a	(\$1.1)	(3.3)	(1.6)
RT57	Pennsylvanian	\$0.4	\$1.3	\$1.6	(\$0.0)	\$1.6	n/a	\$1.6	3.3	2.3
RT65	Pere Marquette	(\$0.1)	\$0.9	\$0.8	\$0.0	\$0.8	n/a	\$0.8	5.4	3.3
RT66	Carolinian	\$1.0	\$1.3	\$2.4	\$0.0	\$2.4	n/a	\$2.4	2.7	2.2
RT67	Piedmont	\$1.1	(\$0.0)	\$1.1	(\$0.0)	\$1.1	n/a	\$1.1	7.7	3.5
RT96	Non NEC Special Trains	\$0.1	\$0.2	\$0.3	\$0.0	\$0.3	n/a	\$0.3	7.3	4.7
Total		\$28.1	(\$24.0)	\$4.1	(\$1.3)	\$2.7	n/a	\$2.7	0.1	0.2

Long Distance Trains		Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT16	Silver Star	\$2.6	\$3.4	\$5.9	(\$0.0)	\$5.9	n/a	\$5.9	3.1	2.0
RT18	Cardinal	\$0.5	\$0.8	\$1.4	(\$0.0)	\$1.4	n/a	\$1.4	5.4	2.9
RT19	Silver Meteor	\$1.0	\$4.9	\$5.9	\$0.0	\$6.0	n/a	\$6.0	2.6	2.0
RT25	Empire Builder	\$14.4	(\$18.6)	(\$4.2)	(\$0.5)	(\$4.7)	n/a	(\$4.7)	2.1	0.5
RT26	Capitol Limited	\$0.1	(\$0.0)	\$0.1	(\$0.1)	\$0.1	n/a	\$0.1	(0.3)	(0.0)
RT27	California Zephyr	\$0.9	(\$10.4)	(\$9.5)	(\$0.2)	(\$9.7)	n/a	(\$9.7)	(2.6)	(1.3)
RT28	Southwest Chief	\$0.4	(\$4.1)	(\$3.7)	(\$0.2)	(\$4.0)	n/a	(\$4.0)	(1.7)	(0.8)
RT30	City of New Orleans	\$3.2	(\$1.8)	\$1.4	(\$0.1)	\$1.3	n/a	\$1.3	3.2	1.3
RT32	Texas Eagle	\$1.7	(\$6.2)	(\$4.5)	(\$0.2)	(\$4.7)	n/a	(\$4.7)	(2.2)	(1.6)
RT33	Sunset Limited	\$0.4	(\$3.2)	(\$2.9)	(\$0.1)	(\$2.9)	n/a	(\$2.9)	(4.1)	(2.0)
RT34	Coast Starlight	\$1.0	(\$2.1)	(\$1.1)	(\$0.1)	(\$1.2)	n/a	(\$1.2)	(0.3)	(0.2)
RT45	Lake Shore Limited	\$1.8	\$3.5	\$5.2	(\$0.1)	\$5.1	n/a	\$5.1	2.8	2.0
RT48	Palmetto	\$0.6	\$5.1	\$5.7	\$0.1	\$5.8	n/a	\$5.8	7.1	3.4
RT52	Crescent	\$2.5	\$1.2	\$3.7	(\$0.1)	\$3.6	n/a	\$3.6	1.5	1.6
RT63	Auto Train	\$4.4	(\$9.7)	(\$5.3)	(\$0.5)	(\$5.8)	n/a	(\$5.8)	(2.5)	(1.8)
Total		\$35.5	(\$37.2)	(\$1.7)	(\$2.0)	(\$3.7)	n/a	(\$3.7)	0.6	0.4

Total National Train System		\$124.5	(\$10.2)	\$114.3	(\$2.3)	\$111.9	n/a	\$111.9	2.0	1.1
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WORKFORCE STATISTICS

National Railroad Passenger Corporation
Headcount Summary
August 2012

	Core	Non-Core	Capital	Totals		
	Actual	Actual	Actual	Actual	Budget	Variance Fav (UnFav)
Departments						
President's Office	5	0	0	5	3	(2)
Office of Inspector General	92	0	0	92	80	(12)
General Counsel	150	0	0	150	148	(2)
Finance	261	0	4	265	254	(11)
Procurement	484	5	0	489	481	(8)
Real Estate	6	24	0	30	26	(4)
Amtrak Technologies	281	0	6	287	235	(52)
Government Affairs	49	0	0	49	35	(14)
NEC IID	24	0	0	24	13	(11)
Human Capital	179	0	0	179	176	(3)
Marketing & Sales	1,127	0	4	1,131	1,127	(4)
Police & Security	479	2	0	481	499	18
Emergency Management & Corporate Security	31	0	0	31	31	0
Corporate Research & Strategy	5	0	0	5	0	(5)
Operating Departments						
Operations Management	3	0	0	3	8	5
Chief Safety Officer	25	0	0	25	24	(1)
Chief of Customer Service	42	0	0	42	46	4
Transportation	8,047	411	7	8,465	8,332	(133)
Mechanical	4,068	167	315	4,550	4,531	(19)
Engineering	2,572	4	745	3,321	3,571	250
Engineering Reimbursable	0	273	0	273	0	(273)
Sub-Total Operating Departments	14,757	855	1,067	16,679	16,512	(167)
Total Headcounts	17,930	886	1,081	19,897	19,620	(277)

Note: The Policy and Development department was reorganized in FY12 in alignment with the Strategic plan. Budgeted heads for that department have been placed under NEC IID.

**Headcount - Department Input Detail
August 2012**

	Total Core incl PRJ	Commuter	Reimbursable	Commercial	Total Non-Core	Capital
	Actual	Actual	Actual	Actual	Actual	Actual
President's Office	5	0	0	0	0	0
Office of Inspector General	92	0	0	0	0	0
General Counsel						
General Counsel	150	0	0	0	0	0
Sub-Total General Counsel	150	0	0	0	0	0
Finance						
Finance	261	0	0	0	0	4
Corporate Common	0	0	0	0	0	0
Sub-Total Finance	261	0	0	0	0	4
Procurement	484	5	0	0	5	0
Real Estate	6	0	0	24	24	0
Amtrak Technologies	281	0	0	0	0	6
Government Affairs	49	0	0	0	0	0
High Speed Rail	0	0	0	0	0	0
NEC IID	24	0	0	0	0	0
Human Capital	179	0	0	0	0	0
Marketing & Sales						
Marketing And Sales	0	0	0	0	0	0
Pricing	23	0	0	0	0	0
Sales Distribution and Customer Service	1,039	0	0	0	0	4
Chief Market Research & Analysis	5	0	0	0	0	0
Chief Mktg & Sales Promotion	50	0	0	0	0	0
VP Marketing & Product Mgmt	3	0	0	0	0	0
Chief, Prod Plan & Bus Strategy	7	0	0	0	0	0
Sub-Total Marketing	1,127	0	0	0	0	4
Police						
Summ Police & Security	479	0	2	0	2	0
Total Summ Police & Security	479	0	2	0	2	0
Environmental Health and Safety	0	0	0	0	0	0
Emergency Management & Corporate Security	31	0	0	0	0	0
Corporate Research & Strategy	5	0	0	0	0	0
Operating Departments						
Chief Operating Officer	3	0	0	0	0	0
Chief Safety Officer	25	0	0	0	0	0
Chief of Customer Service	42	0	0	0	0	0
Transportation						
Sub-Total Transportation	8,047	395	16	0	411	7
Mechanical						
Sub-Total Mechanical	4,068	93	73	1	167	315
Engineering						
Engineering	2,572	2	0	2	4	745
Engineering - Reimbursable	0	0	273	0	273	0
Sub-Total Engineering	2,572	2	273	2	277	745
Sub-Total Operating Departments	14,757	490	362	3	855	1,067
Total Headcounts	17,930	495	364	27	886	1,081

National Railroad Passenger Corporation (Amtrak)
Employee Benefits Summary Analysis - August 2012
(Including Employees Assigned to Capital)

(\$ thousands - except calculations)

	Month		Variance to		YTD	Variance to	
	Actual	Budget	Last Year	Actual		Budget	Last Year
<i>Premium Based Benefits</i> ¹							
Non-Agreement	10,056	(2,356)	(3,440)	91,132	(6,382)	(13,693)	
Agreement	27,096	(3,696)	(5,753)	278,853	(21,436)	(18,838)	
Total Premium Based Benefits	37,152	(6,051)	(9,193)	369,985	(27,818)	(32,531)	
<i>Federal Employers Liability Act (FELA)</i>							
Non-Agreement ²	16	(1)	1	178	(13)	9	
Agreement ²	3,178	(240)	205	35,390	(2,623)	1,731	
Total FELA Cost	3,194	(241)	206	35,568	(2,636)	1,740	
<i>Average per Employee</i>							
Non-Agreement	3,529	(714)	(1,229)	31,800	(1,084)	(4,785)	
Agreement	1,869	(288)	(359)	19,123	(1,829)	(1,054)	
Weighted Avg per Employee	2,118	(363)	(489)	21,009	(1,816)	(1,609)	
<i>Payroll Based Benefits</i> ³							
	21,871	(741)	2,876	251,702	(19,046)	2,443	
Percentage of Payroll	18%	2%	2%	19%	1%	0%	
<i>Other Employee Benefits</i> ⁴							
	(392)	2,911	(1,549)	47,503	(19,766)	(11,982)	
Total Employee Benefits	61,825	(4,122)	(7,660)	704,758	(69,266)	(40,330)	

¹ Includes health, dental and life insurance, miscellaneous employee insurance, service fees and OPEB's. OPEB's represent the accrued expense for the future liability of health care for pensioned employees.

² Estimated split between Agreement and Non-agreement employees.

³ Includes Railroad retirement and unemployment and sickness taxes.

⁴ Includes Pension and fees, vacation accrual and miscellaneous employee services.

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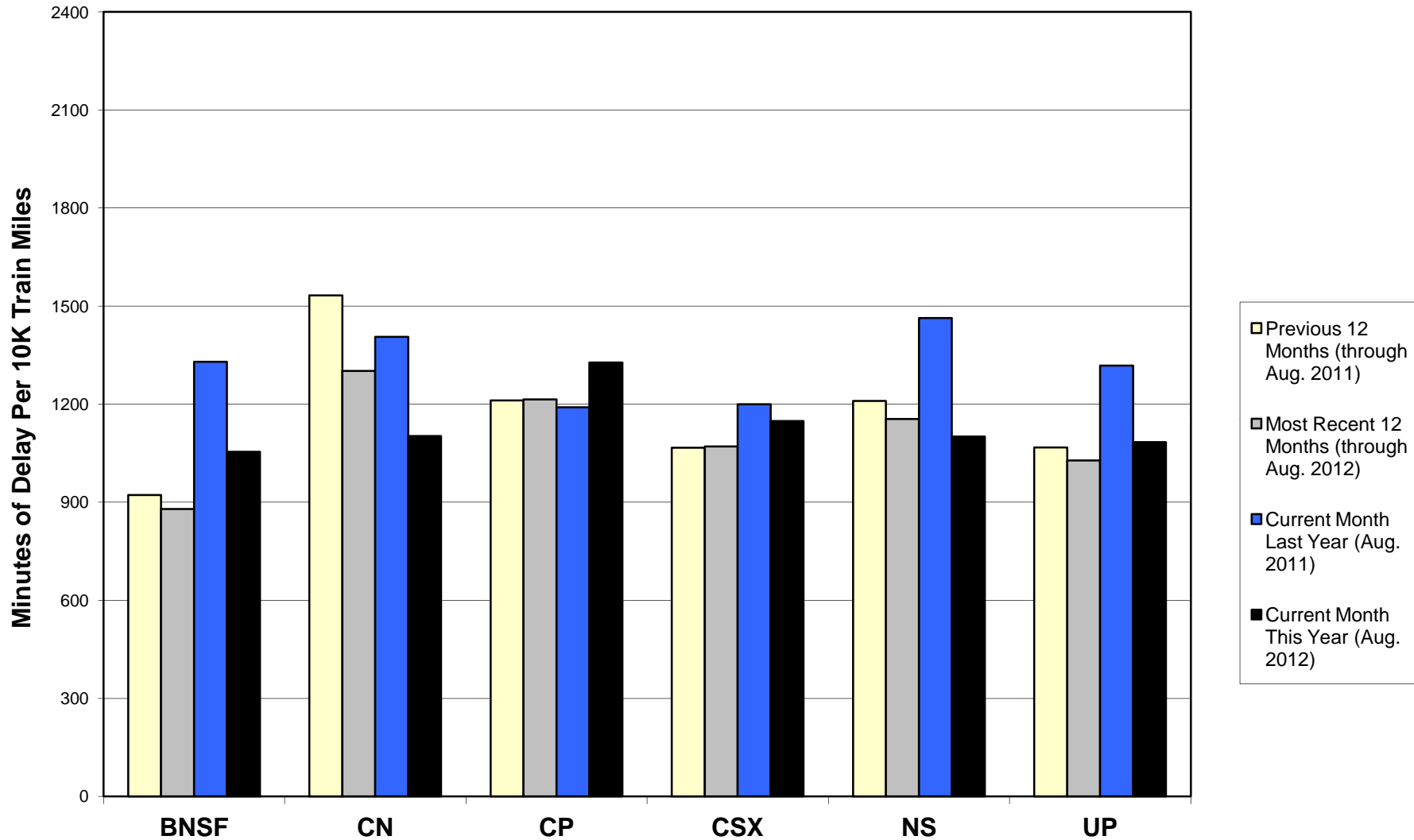
PERFORMANCE INDICATORS

National Railroad Passenger Corporation

Delay Minutes Performance Report - Summary
for the Month of August, 2012

	Amtrak Delays							Host Railroads Delays					Other Minutes of Delay
	Total Minutes	% of Total	Top Three Delay Codes				All Else	Top Three Delay Codes				All else	
			Subtotal	Passenger Holds	Engine Failures	All Crew related delays, delays in block		Subtotal	Freight Train Interference	Slow Orders	Passenger Train Interference		
Northeast Corridor													
Acela	9,731	2.2%	2,906	581	589	122	1,614	5,466	0	494	405	4,567	1,359
Northeast Regionals	34,611	8.0%	12,314	3,275	2,305	711	6,023	17,990	1,060	3,236	2,360	11,334	4,307
Subtotal Northeast Corridor	44,342	10.2%	15,220	3,856	2,894	833	7,637	23,456	1,060	3,730	2,765	15,901	5,666
Other Corridor Routes													
Vermont	3,119	0.7%	998	198	388	126	286	1,982	69	1,019	188	706	139
Downeaster	3,687	0.8%	936	184	67	0	685	2,501	493	1,047	420	541	250
Clocker/Keystone	3,895	0.9%	1,565	555	530	87	393	1,903	0	6	302	1,595	427
Empire	33,965	7.8%	6,222	2,103	1,146	1,418	1,555	23,525	3,184	6,391	2,941	11,009	4,218
Hiawatha	5,761	1.3%	2,101	488	206	65	1,342	3,521	691	493	121	2,216	139
Illinois Services	15,951	3.7%	1,942	606	100	296	940	13,303	3,302	3,561	2,101	4,339	706
Michigan Services	19,496	4.5%	5,269	772	546	1,488	2,463	12,050	3,017	2,136	2,508	4,389	2,177
Missouri Services	4,258	1.0%	507	226	8	20	253	3,270	1,641	585	613	431	481
Heartland Flyer	3,786	0.9%	289	101	23	63	102	3,410	646	2,513	0	251	87
Pacific Surfliner	27,916	6.4%	7,678	3,015	925	721	3,017	17,651	525	2,816	6,528	7,782	2,587
Cascades	14,049	3.2%	2,723	476	810	277	1,160	9,732	2,027	3,004	1,391	3,310	1,594
Capitols	12,017	2.8%	3,041	590	371	185	1,895	6,738	341	415	2,021	3,961	2,238
San Joaquins	13,494	3.1%	2,630	664	310	261	1,395	9,639	2,193	1,441	4,126	1,879	1,225
Hoosier State	1,351	0.3%	307	18	6	124	159	826	378	126	5	317	218
Carolinian	6,490	1.5%	1,891	778	304	177	632	3,900	1,101	583	953	1,263	699
Pennsylvanian	1,869	0.4%	686	263	196	11	216	1,077	349	277	42	409	106
Piedmont	2,770	0.6%	907	342	36	27	502	1,229	264	439	212	314	634
Subtotal Other Corridor	173,874	40.0%	39,692	11,379	5,972	5,346	16,995	116,257	20,221	26,852	24,472	44,712	17,925
Long Distance													
Silver Star	15,455	3.6%	4,109	1,398	161	750	1,800	9,822	2,774	2,225	1,989	2,834	1,524
Cardinal	5,459	1.3%	1,624	425	123	187	889	3,401	1,212	800	330	1,059	434
Silver Meteor	13,500	3.1%	3,929	1,141	656	186	1,946	8,426	2,177	2,186	1,509	2,554	1,145
Empire Builder	34,438	7.9%	11,971	2,023	603	1,804	7,541	19,902	6,222	9,349	1,899	2,432	2,565
Capitol Ltd.	10,279	2.4%	2,259	1,052	135	707	365	6,869	2,061	1,487	340	2,981	1,151
California Zephyr	23,143	5.3%	5,579	1,197	636	1,551	2,195	14,062	3,134	4,890	1,932	4,106	3,502
Southwest Chief	15,154	3.5%	3,866	1,879	406	297	1,284	8,744	1,656	2,988	750	3,350	2,544
City of New Orleans	8,067	1.9%	1,598	426	136	122	914	4,808	1,709	956	655	1,488	1,661
Texas Eagle	21,666	5.0%	3,348	1,700	110	299	1,239	16,071	5,006	3,498	1,281	6,286	2,247
Sunset Ltd.	10,446	2.4%	2,419	662	331	138	1,288	6,038	2,984	901	219	1,914	1,989
Coast Starlight	18,823	4.3%	5,584	1,841	721	784	2,238	10,899	1,410	2,127	3,164	4,198	2,340
Lake Shore Ltd.	16,118	3.7%	4,824	2,293	305	327	1,899	10,287	2,798	1,943	1,384	4,162	1,007
Palmetto	6,384	1.5%	1,408	277	459	111	561	4,153	1,533	459	994	1,167	823
Crescent	9,423	2.2%	2,275	551	96	458	1,170	5,324	1,489	868	954	2,013	1,824
Auto Train	8,025	1.8%	746	0	285	90	371	6,984	2,505	1,671	1,139	1,669	295
Subtotal Long Distance	216,380	49.8%	55,539	16,865	5,163	7,811	25,700	135,790	38,670	36,348	18,559	42,213	25,051
Total Minutes of Delay	434,596	100.0%	110,451	32,100	14,029	13,990	50,332	275,503	59,951	66,930	45,796	102,826	48,642
Percentage of Total			25.4%	7.4%	3.2%	3.2%	11.6%	63.4%	13.8%	15.4%	10.5%	23.7%	11.2%

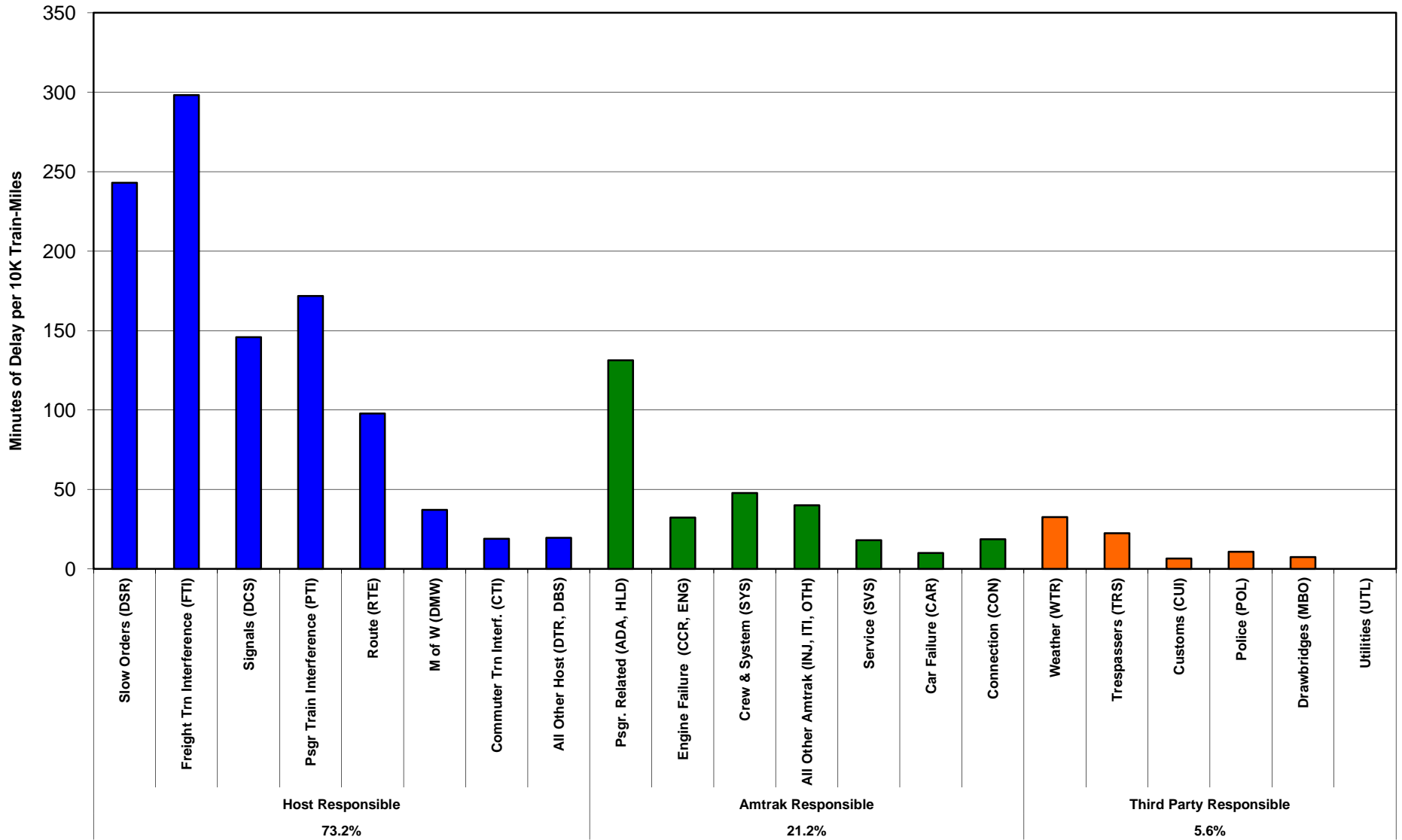
Total Host-Responsible Delays by Host Railroad



Delays to Amtrak Trains by Delay Type and Responsible Party

(Major Hosts Only - BNSF, CN, CP, CSX, NS, UP)

Most Recent Twelve Months - September 2011 through August 2012



MINUTES OF DELAY BY HOST

Per 10K Train Miles

(Red numbers indicate not meeting standard)

Host		Total Host Responsible Delays		Largest Two Delay Categories - Quarter to Date				Route Miles
		Current Month	Quarter to Date	#1		#2		
		August 2012	Jul. 2012 - Aug. 2012	Jul. 2012 - Aug. 2012		Jul. 2012 - Aug. 2012		
PRR Section 207 Standard		900	900					
Amtrak	Blue Water	566	525	PTI	366	DCS	106	99
	Wolverine	321	386	PTI	234	DCS	77	99
BBrRR	Cardinal	3,939	4,129	DSR	1,413	FTI	1,005	132
BNSF	California Zephyr	977	966	DSR	535	FTI	170	1,027
	Carl Sandburg / Illinois Zephyr	1,148	1,168	DSR	525	FTI	217	257
	Cascades	1,293	1,233	DSR	396	FTI	237	343
	Coast Starlight	1,420	1,312	DSR	543	PTI	265	186
	Empire Builder	1,264	1,243	DSR	630	FTI	329	2,147
	Heartland Flyer	2,665	2,726	DSR	1,962	FTI	546	238
	Pacific Surfliner	1,687	2,558	DSR	1,732	RTE	227	27
	San Joaquin	821	750	PTI	347	FTI	176	284
	Southwest Chief	580	583	DSR	233	FTI	98	2,198
	Sunset Limited	1,541	1,140	DSR	417	FTI	329	190
	Texas Eagle	2,486	2,431	DSR	1,309	FTI	678	126
CN	Adirondack	1,830	2,638	DSR	1,892	RTE	328	49
	Blue Water	775	1,002	FTI	545	PTI	233	159
	City of New Orleans	889	848	FTI	286	DSR	169	930
	Illini / Saluki	1,205	1,252	FTI	505	PTI	203	306
	Lincoln Service	2,509	2,173	FTI	973	DCS	368	37
	Texas Eagle	1,914	1,634	FTI	1,036	DCS	276	37
	Wolverine	1,453	1,476	FTI	456	DCS	342	27
CP	Adirondack	2,525	2,335	DSR	1,210	PTI	648	178
	Empire Builder	1,179	1,297	FTI	643	DSR	259	384
	Ethan Allen Express	3,172	3,171	DSR	2,229	DCS	403	60
	Hiawatha	594	650	DSR	1,988	FTI	186	53
CSX	Adirondack	941	1,030	PTI	488	DSR	183	89
	Auto Train	1,161	1,191	FTI	424	DSR	245	914
	Capitol Limited	1,216	1,101	DSR	322	RTE	198	307
	Cardinal	811	832	FTI	313	DSR	222	698
	Carolinian	1,635	1,551	FTI	436	PTI	334	295
	Ethan Allen Express	1,083	1,158	PTI	629	DSR	212	89
	Hoosier State	928	1,007	DCS	404	DSR	312	169
	Lake Shore Ltd	1,373	1,449	FTI	342	DSR	313	741
	Maple Leaf	1,456	1,700	FTI	541	RTE	334	396
	New York - Albany**	490	481	DCS	174	DSR	121	71
	New York - Niagara Falls	1,364	1,497	FTI	415	DSR	282	394
	Palmetto	972	946	FTI	340	PTI	213	659
	Pere Marquette	682	771	DCS	262	FTI	225	135
	Richmond / Newport News	1,759	1,669	DSR	504	RTE	307	189
	Silver Meteor	850	774	FTI	265	DSR	166	1,152
	Silver Star	1,020	1,055	FTI	324	PTI	237	1,209
Fla DOT	Silver Meteor	769	775	CTI	227	DCS	191	68
	Silver Star	779	934	CTI	375	DSR	262	68
MBTA	Downeaster	988	974	DSR	671	CTI	155	38
Metra	Empire Builder	1,206	1,628	CTI	1,002	DCS	178	29
	Hiawatha	1,585	1,729	CTI	1,019	FTI	236	29
MNRR	Acela Express	475	628	CTI	287	DSR	208	56
	Adirondack	1,188	1,063	CTI	462	DSR	352	64
	All Other NE Regional	719	790	CTI	420	DSR	247	56
	Ethan Allen Express	1,550	1,318	CTI	634	RTE	233	64
	Lake Shore Ltd	1,846	1,869	CTI	814	RTE	420	64
	Lynchburg	562	686	DSR	259	RTE	214	56
	Maple Leaf	1,253	1,082	CTI	560	DSR	304	64
	New York - Albany**	1,045	966	CTI	383	DSR	208	64
	New York - Niagara Falls	1,599	1,362	CTI	483	DSR	307	64
	Richmond / Newport News	687	734	CTI	321	DSR	181	56
	Vermont	631	897	CTI	647	DSR	173	56
NECR	Vermont	825	1,010	DSR	761	DCS	139	238
NMDOT	Southwest Chief	1,316	2,333	DSR	1,447	DCS	469	80
NS	Blue Water	2,535	2,887	FTI	701	DCS	683	61
	Capitol Limited	1,481	1,425	FTI	551	DSR	269	481
	Cardinal	557	891	PTI	424	DSR	257	79
	Carolinian	494	507	PTI	222	DSR	149	202
	Crescent	710	720	FTI	199	DSR	171	1,141
	Lake Shore Ltd	1,482	1,446	FTI	629	DSR	275	339
	Lynchburg	160	577	DSR	272	DCS	163	166
	Pennsylvanian	566	773	FTI	296	DSR	209	249
	Pere Marquette	3,831	4,225	DCS	997	FTI	962	39
	Piedmont	574	590	DSR	235	DCS	114	173
	Silver Star	467	385	PTI	362	RTE	11	28
	Wolverine	2,142	2,208	DSR	520	PTI	472	173
PanAm	Downeaster	564	506	FTI	157	PTI	155	77
SCRRRA	Coast Starlight	1,722	1,699	CTI	846	PTI	586	48
	Pacific Surfliner	1,072	1,123	PTI	427	CTI	408	95
SDNRR	Pacific Surfliner	1,769	1,772	CTI	655	PTI	548	60
UP	California Zephyr	867	959	FTI	248	DCS	196	1,431
	Capitol Corridor	682	588	PTI	187	RTE	142	168
	Cascades	809	821	FTI	311	DCS	174	125
	Coast Starlight	1,215	1,185	PTI	390	DCS	304	1,159
	Lincoln Service	1,120	1,693	PTI	725	DSR	444	231
	Missouri River Runner	913	836	FTI	411	PTI	181	271
	Pacific Surfliner	913	889	PTI	641	DCS	57	174
	San Joaquin	909	852	PTI	316	DCS	175	88
	Sunset Limited	1,151	1,334	FTI	639	DCS	262	1,784
	Texas Eagle	1,972	2,169	FTI	699	Other	582	1,104
VTR	Ethan Allen Express	209	121	DCS	54	DSR	34	24

The numbers included in this document are preliminary and are for informational purposes only. Final data regarding compliance with PRR Section 207 standards are published quarterly in the official FRA report.

** Includes only trains that operate solely between New York and Albany

Excludes hosts with fewer than 15 route miles.

Delays on the Amtrak-owned portion of the Northeast Corridor are shown in a separate report, with tighter delay standards.

Northeast Regional: Lynchburg includes all trains between Lynchburg and points on the NEC; Richmond / Newport News includes all trains between Richmond or Newport news and points on the NEC.

MINUTES OF DELAY BY SERVICE
Per 10K Train Miles
(Red numbers indicate not meeting standard)

Service	Host	Total Host Responsible Delays		Largest Two Delay Categories - Quarter to Date				Route Miles
		Current Month	Quarter to Date	Jul. 2012 - Aug. 2012		#1	#2	
		August 2012	Jul. 2012 - Aug. 2012					
PRIA Section 207 Standard		900	900					
Acela Express								
Acela Express	MNRR	475	628	CTI	287	DSR	208	56
All Other NEC Corridor Routes								
Northeast Regional								
Richmond / Newport News	CSX	1,759	1,669	DSR	504	RTE	307	189
	MNRR	687	734	CTI	321	DSR	181	56
Lynchburg	MNRR	562	686	DSR	259	RTE	214	56
	NS	160	577	DSR	272	DCS	163	166
All Other Northeast Regional	MNRR	719	790	CTI	420	DSR	247	56
Non-NEC Corridor Routes								
Capitol Corridor	UP	682	588	PTI	187	RTE	142	168
Carolinian	CSX	1,635	1,551	FTI	436	PTI	334	295
	NS	494	507	PTI	222	DSR	149	202
Cascades	BNSF	1,293	1,233	DSR	396	FTI	237	343
	UP	809	821	FTI	311	DCS	174	125
Downeaster	MBTA	988	974	DSR	671	CTI	155	38
	PanAm	564	506	FTI	157	PTI	155	77
Empire Corridor								
Adirondack	CN	1,830	2,638	DSR	1,892	RTE	328	49
	CP	2,525	2,335	DSR	1,210	PTI	648	178
	CSX	941	1,030	PTI	488	DSR	183	89
	MNRR	1,188	1,063	CTI	462	DSR	352	64
Ethan Allen Express	CP	3,172	3,171	DSR	2,229	DCS	403	60
	CSX	1,083	1,158	PTI	629	DSR	212	89
	MNRR	1,550	1,318	CTI	634	RTE	233	64
	VTR	209	121	DCS	54	DSR	34	24
Maple Leaf	CSX	1,456	1,700	FTI	541	RTE	334	396
	MNRR	1,253	1,082	CTI	560	DSR	304	64
New York - Albany**	CSX	490	481	DCS	174	DSR	121	71
	MNRR	1,045	966	CTI	383	DSR	208	64
New York - Niagara Falls	CSX	1,364	1,497	FTI	415	DSR	282	394
	MNRR	1,599	1,362	CTI	483	DSR	307	64
Heartland Flyer	BNSF	2,665	2,726	DSR	1,962	FTI	546	238
Hiawatha	CP	594	650	DSR	198	FTI	186	53
	Metra	1,585	1,729	CTI	1,019	FTI	236	29
Hoosier State	CSX	928	1,007	DCS	404	DSR	312	169
Illinois								
Carl Sandburg / Illinois Zephyr	BNSF	1,148	1,168	DSR	525	FTI	217	257
Illini / Saluki	CN	1,205	1,252	FTI	505	PTI	203	306
Lincoln Service	CN	2,509	2,173	FTI	973	DCS	368	37
	UP	1,120	1,693	PTI	725	DSR	444	231
Michigan								
Blue Water	Amtrak	566	525	PTI	366	DCS	106	99
	CN	775	1,002	FTI	545	PTI	233	159
	NS	2,535	2,887	FTI	701	DCS	683	61
Pere Marquette	CSX	682	771	DCS	262	FTI	225	135
	NS	3,831	4,225	DCS	997	FTI	962	39
Wolverine	Amtrak	321	386	PTI	234	DCS	77	99
	CN	1,453	1,476	FTI	456	DCS	342	27
	NS	2,142	2,208	DSR	520	PTI	472	173
Missouri River Runner	UP	913	836	FTI	411	PTI	181	271
Pacific Surfliner								
Pacific Surfliner	BNSF	1,687	2,558	DSR	1,732	RTE	227	22
	SCRRA	1,072	1,123	PTI	427	CTI	408	95
	SDNRR	1,769	1,772	CTI	655	PTI	548	60
	UP	913	889	PTI	641	DCS	57	174
Pennsylvanian	NS	566	773	FTI	296	DSR	209	249
Piedmont	NS	574	590	DSR	235	DCS	114	173
San Joaquin	BNSF	821	750	PTI	347	FTI	176	284
	UP	909	852	PTI	316	DCS	175	88
Vermont	MNRR	631	897	CTI	647	DSR	173	56
	NECR	825	1,010	DSR	761	DCS	139	238
Long-Distance Routes								
Auto Train	CSX	1,161	1,191	FTI	424	DSR	245	914
California Zephyr	BNSF	977	966	DSR	535	FTI	170	1,027
	UP	867	959	FTI	248	DCS	196	1,431
Capitol Limited	CSX	1,216	1,101	DSR	322	RTE	198	307
	NS	1,481	1,425	FTI	551	DSR	269	481
Cardinal	BBRR	3,939	4,129	DSR	1,413	FTI	1,005	132
	CSX	811	832	FTI	313	DSR	222	698
	NS	557	891	PTI	424	DSR	257	79
City of New Orleans	CN	889	848	FTI	286	DSR	169	930
Coast Starlight	BNSF	1,420	1,312	DSR	543	PTI	265	186
	SCRRA	1,722	1,699	CTI	846	PTI	586	48
	UP	1,215	1,185	PTI	390	DCS	304	1,159
Crescent	NS	710	720	FTI	199	DSR	171	1,141
Empire Builder	BNSF	1,264	1,243	DSR	630	FTI	329	2,147
	CP	1,179	1,297	FTI	643	DSR	259	384
	Metra	1,206	1,628	CTI	1,002	DCS	178	29
Lake Shore Ltd	CSX	1,373	1,449	FTI	342	DSR	313	741
	MNRR	1,846	1,869	CTI	814	RTE	420	64
	NS	1,482	1,446	FTI	629	DSR	275	339
Palmetto	CSX	972	946	FTI	340	PTI	213	659
Silver Meteor	CSX	850	774	FTI	265	DSR	166	1,152
	Fla DOT	769	775	CTI	227	DCS	191	68
Silver Star	CSX	1,020	1,055	FTI	324	PTI	237	1,209
	Fla DOT	779	934	CTI	375	DSR	262	68
	NS	467	385	PTI	362	RTE	11	28
Southwest Chief	BNSF	580	583	DSR	233	FTI	98	2,198
	NMDOT	1,316	2,333	DSR	1,447	DCS	469	80
Sunset Limited	BNSF	1,541	1,140	DSR	417	FTI	329	190
	UP	1,151	1,334	FTI	639	DCS	262	1,784
Texas Eagle	BNSF	2,486	2,431	DSR	1,309	FTI	678	126
	CN	1,914	1,634	FTI	1,036	DCS	276	37
	UP	1,972	2,169	FTI	699	Other	582	1,104

The numbers included in this document are preliminary and are for informational purposes only. Final data regarding compliance with PRIA Section 207 standards are published quarterly in the official FRA report.

** Includes only trains that operate solely between New York and Albany

Excludes hosts with fewer than 15 route miles.

Delays on the Amtrak-owned portion of the Northeast Corridor are shown in a separate report, with tighter delay standards.

Northeast Regional: Lynchburg includes all trains between Lynchburg and points on the NEC; Richmond / Newport News includes all trains between Richmond or Newport news and points on the NEC.

Amtrak OFF-NEC Delay Code Definitions

Host Railroad Responsible Delays*

<u>Code</u>	<u>Code Description</u>	<u>Explanation</u>
FTI	Freight Train Interference	Delays from freight trains
PTI	Passenger Train Interference	Delays for meeting or following All Other passenger trains
CTI	Commuter Train Interference	Delays for meeting or following commuter trains
DSR	Slow Order Delays	Temporary slow orders, except heat or cold orders
DCS	Signal Delays	Signal failure or All Other signal delays, wayside defect-detector false-alarms, defective road crossing protection, efficiency tests, drawbridge stuck open
DBS	Debris	Debris strikes
RTE	Routing	Routing-dispatching delays including diversions, late track bulletins, etc.
DMW	Maintenance of Way	Maintenance of Way delays including holds for track repairs or MW foreman to clear
DTR	Detour	Delays from detours

Amtrak Responsible Delays*

<u>Code</u>	<u>Code Description</u>	<u>Explanation</u>
ADA	Passenger Related	All delays related to disabled passengers, wheel chair lifts, guide dogs, etc.
HLD	Passenger Related	All delays related to passengers, checked-baggage, large groups, etc.
SYS	Crew & System	Delays related to crews including lateness, lone-engineer delays
ENG	Locomotive Failure	Mechanical failure on engines.
CCR	Cab Car Failure	Mechanical failure on Cab Cars
CAR	Car Failure	Mechanical failure on all types of cars
SVS	Servicing	All switching and servicing delays
CON	Hold for Connection	Holding for connections from All Other trains or buses.
ITI	Initial Terminal Delay	Delay at initial terminal due to late arriving inbound trains causing late release of equipment.
INJ	Injury Delay	Delay due to injured passengers or employees.
OTH	Miscellaneous Delays	Lost-on-run, heavy trains, unable to make normal speed, etc.

Third-Party Delays*

<u>Code</u>	<u>Code Description</u>	<u>Explanation</u>
NOD	Unused Recovery Time	Waiting for scheduled departure time at a station
CUI	Customs	U.S. and Canadian customs delays; Immigration-related delays
POL	Police-Related	Police/fire department holds on right-of-way or on-board trains
TRS	Trespassers	Trespasser incidents including road crossing accidents, trespasser / animal strikes, vehicle stuck on track ahead, bridge strikes
MBO	Drawbridge Openings	Movable bridge openings for marine traffic where no bridge failure is involved
WTR	Weather-Related	All severe-weather delays, landslides or washouts, earthquake-related delays, heat or cold orders

10/1/2012

* These delay codes are applicable to Off-NEC routes only.

**END-POINT ON-TIME PERFORMANCE REPORT
AUGUST**

SERVICE		AUGUST 2012	AUGUST 2011	Change	FY12 YTD	FY11 YTD	Change
Amtrak System		78.8%	73.2%	5.5%	82.8%	78.1%	4.7%

Amtrak Premium		86.2%	82.1%	4.1%	89.9%	83.8%	6.2%
Acela Express		86.2%	82.1%	4.1%	89.9%	83.8%	6.2%

Amtrak Corridor		87.7%	84.6%	3.1%	88.4%	81.9%	6.6%
Keystone		93.6%	91.9%	1.7%	92.3%	88.5%	3.8%
Northeast Regional		84.8%	81.0%	3.8%	86.6%	78.7%	7.9%
Richmond / Newport News		81.1%	79.8%	1.3%	84.9%	75.2%	9.7%
Lynchburg		80.6%	75.0%	5.6%	85.4%	76.8%	8.7%
All Other Northeast Regional		86.0%	81.7%	4.3%	87.1%	79.7%	7.4%

Short Distance		76.9%	71.6%	5.3%	81.7%	78.3%	3.4%
Capitols		92.2%	93.8%	-1.6%	93.6%	95.0%	-1.3%
Carolinian		62.9%	67.2%	-4.3%	72.5%	63.4%	9.1%
Cascades		69.2%	70.5%	-1.3%	73.6%	69.3%	4.3%
Downeaster		80.3%	43.4%	36.9%	86.0%	75.1%	10.8%
Empire Corridor		76.5%	73.0%	3.6%	85.8%	77.8%	8.1%
Adirondack		64.5%	56.1%	8.4%	76.9%	62.0%	15.0%
Ethan Allen Express		67.7%	44.2%	23.5%	72.9%	62.7%	10.2%
Maple Leaf		58.1%	39.3%	18.7%	68.5%	58.4%	10.0%
New York - Albany**		80.2%	84.1%	-3.9%	90.8%	85.6%	5.2%
New York - Niagara Falls		83.9%	77.6%	6.3%	89.5%	77.9%	11.7%
Heartland Flyer		24.2%	35.5%	-11.3%	60.3%	78.8%	-18.6%
Hiawatha		84.7%	87.6%	-2.8%	90.2%	87.9%	2.3%
Hoosier State		83.3%	57.1%	26.2%	69.0%	58.9%	10.2%
Illinois		70.8%	57.9%	12.9%	78.2%	67.7%	10.4%
Carl Sandburg / Illinois Zephyr		78.2%	75.4%	2.8%	89.5%	88.7%	0.8%
Illini / Saluki		68.5%	62.9%	5.6%	71.0%	52.8%	18.2%
Lincoln Service		65.2%	46.8%	18.4%	75.8%	64.3%	11.5%
Michigan		51.6%	16.8%	34.8%	50.0%	33.6%	16.4%
Blue Water		74.2%	40.3%	33.9%	73.2%	54.7%	18.5%
Pere Marquette		35.5%	43.5%	-8.1%	49.3%	51.4%	-2.1%
Wolverine		49.5%	0.0%	49.5%	42.5%	20.7%	21.8%
Missouri		83.9%	76.6%	7.3%	87.7%	85.3%	2.4%
Pacific Surfliner		67.3%	70.9%	-3.6%	74.8%	78.0%	-3.2%
Pennsylvanian		98.4%	82.8%	15.6%	93.4%	85.4%	8.0%
Piedmont		76.6%	80.2%	-3.6%	72.3%	80.2%	-7.9%
San Joaquins		84.4%	85.2%	-0.8%	88.1%	89.4%	-1.3%
Vermont		91.9%	80.7%	11.2%	84.8%	78.0%	6.8%

Long Distance		61.3%	48.6%	12.7%	70.1%	63.6%	6.5%
Auto Train		90.3%	88.5%	1.9%	85.4%	90.0%	-4.6%
California Zephyr		53.2%	0.0%	53.2%	48.8%	42.4%	6.4%
Capitol Limited		75.8%	39.7%	36.2%	72.6%	49.4%	23.2%
Cardinal		44.4%	42.3%	2.1%	42.4%	40.2%	2.2%
City of New Orleans		91.9%	87.1%	4.8%	88.5%	76.1%	12.4%
Coast Starlight		67.7%	87.1%	-19.4%	78.7%	74.9%	3.8%
Crescent		80.6%	79.6%	1.0%	82.4%	71.8%	10.7%
Empire Builder		20.7%	16.5%	4.1%	60.3%	42.5%	17.8%
Lake Shore Ltd		59.7%	35.3%	24.4%	70.8%	56.6%	14.3%
Palmetto		75.8%	61.6%	14.2%	75.8%	74.9%	0.9%
Silver Meteor		48.4%	53.8%	-5.5%	65.6%	76.7%	-11.1%
Silver Star		59.7%	77.4%	-17.7%	66.7%	69.7%	-3.0%
Southwest Chief		69.4%	32.3%	37.1%	74.3%	73.0%	1.3%
Sunset Limited		77.8%	57.7%	20.1%	64.6%	81.9%	-17.3%
Texas Eagle		43.5%	8.1%	35.5%	65.2%	55.5%	9.6%

** Includes only trains that operate solely between New York and Albany